

DRAFT  
Environmental Impact Report/  
Environmental Impact Statement/  
Environmental Impact Statement

# Upper Truckee River and Marsh Restoration Project



Volume 3: Appendices  
SCH# 2007032099

Lead Agencies:



California  
Department of  
General Services



California  
Tahoe Conservancy



Tahoe Regional  
Planning Agency  
Lake Tahoe  
Environmental  
Improvement Program



U.S. Department of  
Interior Bureau of  
Reclamation

February 2013



## Upper Truckee River and Marsh Restoration Project



Volume 3: Appendices  
SCH# 2007032099

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## ***Volume 3***

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  - Notice of Preparation
  - Public Announcement regarding Comment Period Continuation
  - Notice of Intent
- B Scoping Report
- C Schematic Plans
- D Construction Workers and Equipment for Action Alternatives
- E Alternative Cost Estimates
- F Air Quality Modeling Results
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- H Wildlife Species and Associated Plant Communities and Aquatic Ecosystems at the Upper Truckee Marsh
- I Stream Channel Bank Erosion Data
- J Noise Modeling Results
- K Photo Viewpoints
- L Distribution List

# **APPENDIX A**

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Notices





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Notice of Preparation



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**STATE OF CALIFORNIA - THE RESOURCES AGENCY**  
Arnold Schwarzenegger, *Governor*  
**CALIFORNIA TAHOE CONSERVANCY**  
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(530) 542-5591 (fax)

This notice is being issued jointly by the State of California and the Tahoe Regional Planning Agency and meets CEQA and TRPA noticing requirements for a Notice of Preparation.

## **NOTICE OF PREPARATION**

---

**To:** California State Clearinghouse  
Nevada State Clearinghouse  
Cooperating Agencies  
Responsible and Trustee Agencies  
Interested Parties and Organizations  
Affected Property Owners (within 300 feet of the study area boundaries)

**Subject:** Notice of Preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project, South Lake Tahoe, California.

**Lead Agencies:**

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**Project Title:** Upper Truckee River and Marsh Restoration Project

**Project Location:** The Upper Truckee River drains the largest watershed in the Lake Tahoe Basin. The Upper Truckee Marsh is located on the south shore of Lake Tahoe where the river enters the lake. The study area for the Upper Truckee River and Marsh Restoration Project is generally bounded by U.S. Highway 50 (U.S. 50) and the Highland Woods neighborhood on the south, the Al Tahoe neighborhood on the east, and Tahoe Islands/Sky Meadows

and Tahoe Keys neighborhoods on the west (Exhibit 1). The study area is approximately 592 acres, and includes parcels owned by the California Tahoe Conservancy (Conservancy), other public agencies, and private landowners (Exhibit 2). It includes the downstream reaches of Trout Creek and the Upper Truckee River, adjacent wetland and uplands habitats, and the Lower West Side (LWS) Wetlands Restoration Project site (located in the northwest portion of the study area, just east of the Tahoe Keys Marina).

The Conservancy, the U.S. Bureau of Reclamation (Reclamation), and the Tahoe Regional Planning Agency (TRPA) are preparing a joint EIR/EIS/EIS for the Upper Truckee Marsh Restoration Project (project). This joint document will serve as an EIR prepared by the Conservancy pursuant to the California Environmental Quality Act (CEQA); an EIS prepared by Reclamation pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) Regulations Implementing NEPA; and an EIS prepared by TRPA pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances. This notice meets the CEQA and TRPA noticing requirements for a Notice of Preparation (NOP). Reclamation has prepared a separate notice that meets NEPA requirements for a Notice of Intent (NOI) for publication in the *Federal Register*.

We would like to know the views of interested persons, organizations, and agencies as to the scope and content of the information to be included and analyzed in the EIR/EIS/EIS. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed alternatives. The project description, location, alternatives to be evaluated in the EIR/EIS/EIS, and potential environmental effects of the proposed alternatives (to the extent known) are contained in this NOP.

In compliance with the time limits mandated by State law and TRPA, your response should be sent at the earliest possible date, but not later than **November 2, 2006**. Please send your written responses to:

State of California  
Jacqui Grandfield, UC Consultant,  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

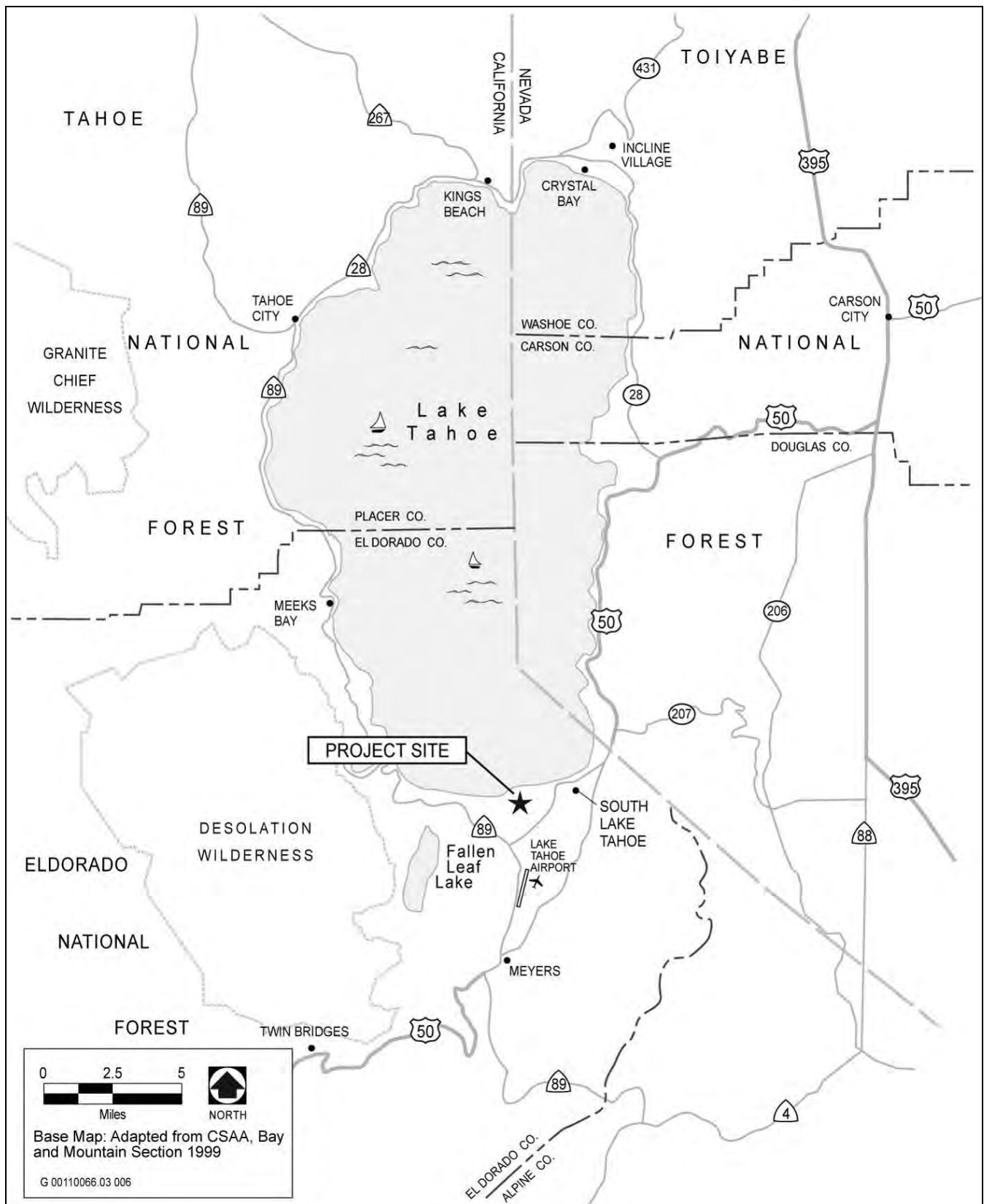
OR

Tahoe Regional Planning Agency  
Mike Elam, Associate Environmental Planner  
P. O. Box 5310  
Stateline, NV 89449

Responses should include the name of a contact person at your agency or organization.

## SUMMARY

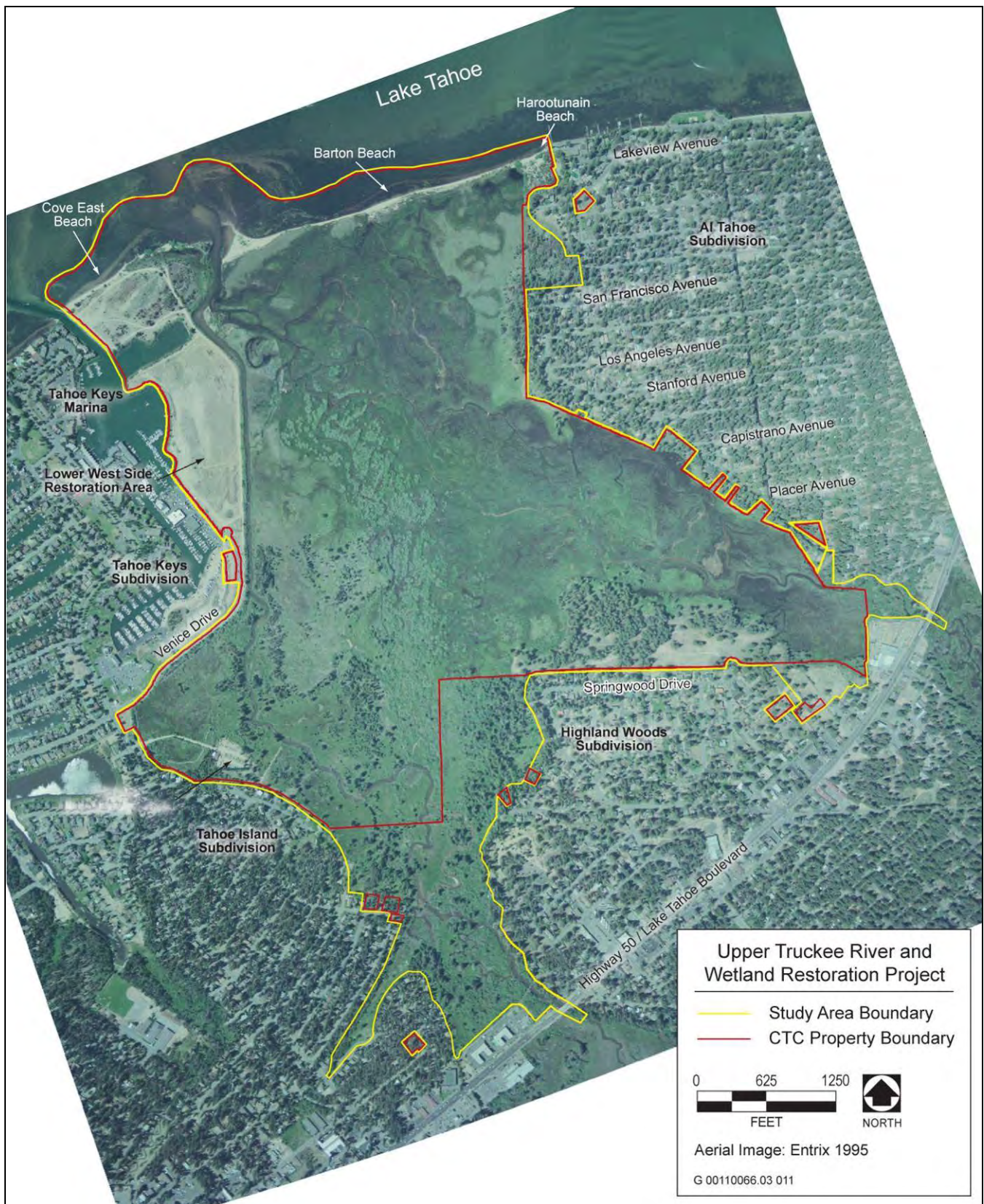
The Conservancy, Reclamation, and TRPA are pursuing a restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland. The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic



## Regional Location

## Exhibit 1





**Study Area Map**

**Exhibit 2**

processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

An extensive evaluation and restoration planning process has been conducted to identify potentially feasible approaches for restoration of the river and marsh. As a result of that process, the following five alternatives, including four action alternatives and a No Project/No Action Alternative, are intended to be evaluated in the EIR/EIS/EIS.

- ▶ Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)
- ▶ Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)
- ▶ Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
- ▶ Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)
- ▶ Alternative 5. No Project/No Action

These alternatives are named for their approach to restoration of the Upper Truckee River, and the associated level of recreation infrastructure, and are described in more detail below.

## **PROJECT DESCRIPTION**

### **BACKGROUND**

The Upper Truckee River has been substantially altered by land practices during the past 150 years. Throughout its watershed, the river has experienced ecosystem degradation typical of what has occurred elsewhere in the Basin. The river has been modified from its original conditions by human activities, such as logging; livestock grazing; roads; golf courses; an airport; and residential, commercial and industrial developments. These conditions have resulted in increased sediment and nutrient loads discharging into Lake Tahoe from the river, which contribute to the declining clarity of the lake. Human influences have also resulted in reduced habitat quality for plant, wildlife, and fish species in the watershed. Restoration of natural processes and ecological functions of the river is an important part of the response to the decline in lake clarity.

Restoration planning for the marsh began in the early 1990's with studies conducted by the University of California. In 1995, the Conservancy commissioned a restoration planning and design study, which identified a tentatively preferred river restoration concept two years later. However, it was determined that river restoration required use of the entire Upper Truckee Marsh, and at that time the east side of the marsh was not owned by the Conservancy; therefore, this tentatively selected concept could not be pursued. In 1998, the Conservancy began planning and design of an initial phase of wetland restoration on a 23-acre portion of a study area located on the

east side of the Upper Truckee River near Lake Tahoe (Exhibit 2). This is an area, called the Lower West Side Wetland Restoration Project (LWS), where the marsh had been previously filled during the construction of the adjacent Tahoe Keys. After careful investigations, planning, and design; extensive environmental review; and community outreach, the Conservancy approved restoration of 12 acres of wetland through fill removal as the LWS Project in 2001. Construction commenced in the summer of 2001 and was completed in the summer of 2003.

In 2000, the Conservancy purchased 311 acres of land in the center of the marsh from a private party, bringing nearly the entire Truckee Marsh into public ownership. Currently, the majority of the study area is owned by the Conservancy, including the marsh and meadows surrounding the lower reach of Trout Creek. Restoration concepts encompassing the whole marsh and the lower reach of the river could be developed after the acquisition. As part of this process, the Conservancy has also conducted public access and recreation use management planning for the river, marsh, and beach.

Initially, the Conservancy defined project objectives and desired outcomes to direct the restoration planning process. A comprehensive evaluation and documentation of the existing natural processes and functions in the study area were conducted to begin the alternatives planning process. This evaluation enabled the identification of potential restoration opportunities and constraints. Armed with detailed information about the river and marsh processes and ecological functions, the Conservancy hosted a design charrette (i.e., interactive workshop) for agencies and other stakeholders to identify the spectrum of potentially feasible restoration ideas to be considered in the development of concept plan alternatives. Four alternative concept plans, all developed to be potentially feasible, were formulated to represent a reasonable range of restoration approaches. The four concepts generated by this extensive process became the four action alternatives being evaluated in the EIR/EIS/EIS. A preferred alternative will be identified after public review of the four alternatives and public comments are received on the Draft EIR/EIS/EIS.

To date, key stages of the Upper Truckee Marsh Restoration project have included the following:

- ▶ Evaluating existing natural processes and functions of the Upper Truckee River and marsh in 2000 and 2001
- ▶ Establishing project objectives and desired outcomes in 2002, and updating them in 2005.
- ▶ Defining restoration opportunities and constraints in 2002 and 2003
- ▶ Conducting a restoration design charette in 2003 to receive input from stakeholders on project priorities, concerns and constraints, and design ideas.
- ▶ Conducting hydraulic modeling studies to support the development and evaluation of project alternatives.

- ▶ Initial development and comparative evaluation of four conceptual restoration alternatives in 2004 and 2005.
- ▶ Regulatory agency review of alternative concepts for key issues and regulatory requirements in 2005.
- ▶ Further refinement and evaluation of the alternatives, and preparation of a Concept Plan Report (July 2006).

## **PURPOSE AND NEED**

The need for the project originates from the environmental degradation that the Upper Truckee River has historically experienced as a result of human alterations to the river and watershed. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

## **PROJECT OBJECTIVES**

The following basic objectives of the project were developed for the proposed action to meet the purpose and need:

- Objective 1. Restore natural and self-sustaining river and floodplain processes and functions
- Objective 2. Protect, enhance, and restore naturally functioning habitats
- Objective 3. Restore and enhance fish and wildlife habitat quality
- Objective 4. Improve water quality through enhancement of natural physical and biological processes
- Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations
- Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach
- Objective 7. Avoid increasing flood hazard on adjacent private property
- Objective 8. Design with sensitivity to the site's history and cultural heritage
- Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits
- Objective 10. Implement a public health and safety program, including mosquito monitoring and control

## **SUMMARY OF ALTERNATIVES**

Four "action" alternatives, and the No Project/No Action Alternative, will be evaluated at an equal level of detail in the EIR/EIS/EIS. The four action alternatives are illustrated in Exhibits 3 through 6 and are described below. It is important to note that many of the individual components in each alternative are modular and could be transferred to other alternatives, or recombined after environmental review to formulate different variations of the alternatives.

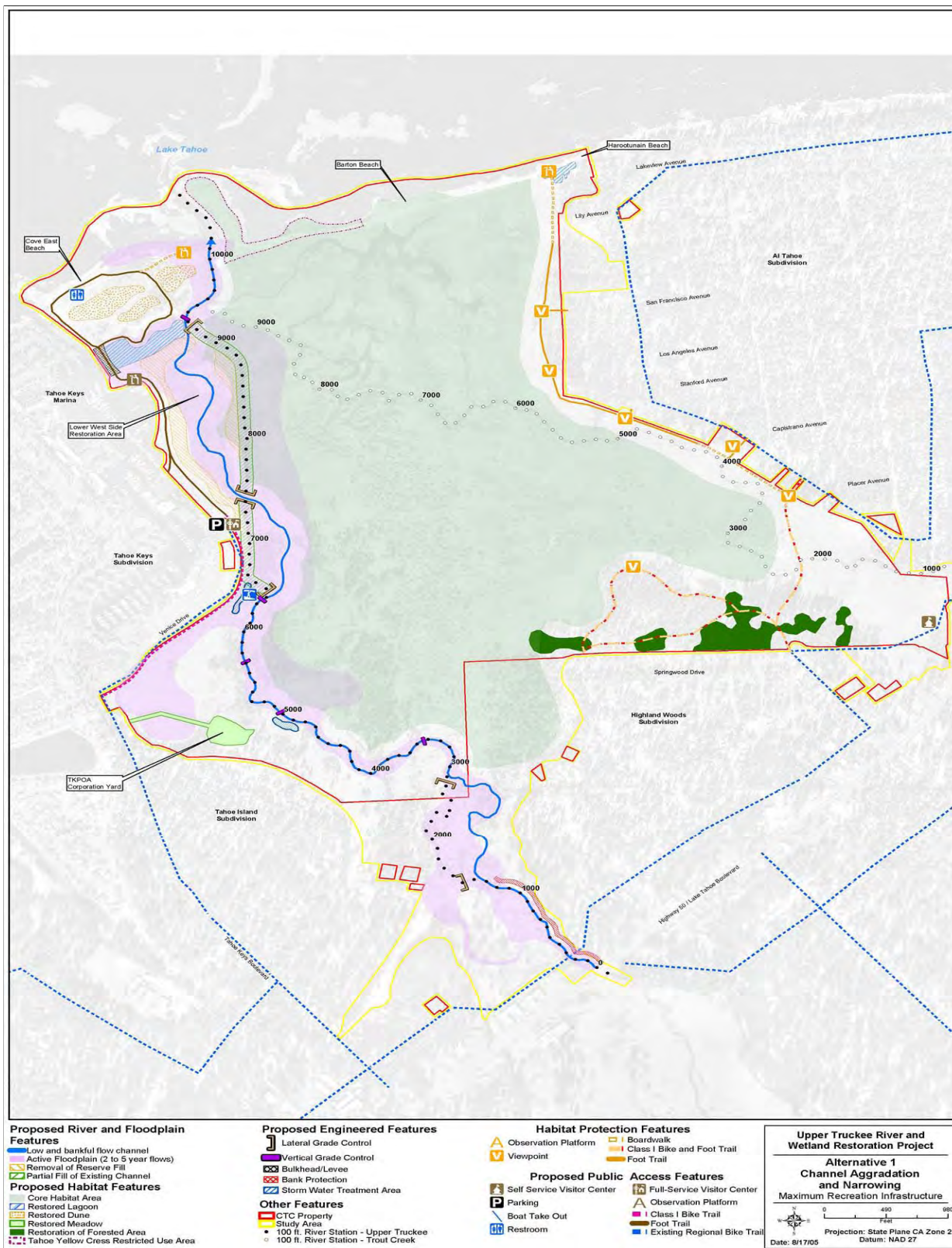
All four action alternatives include a recreation and public access component. These ideas are expressed at three levels of development intensity with respect to recreation-related infrastructure (“maximum”, “minimum”, and “moderate”). At this point in project planning, there is no necessary connection between the recreation and public access approach included in a particular alternative and the river restoration strategy of that alternative. The level of public access and recreational facilities included in the alternative selected for implementation would need to be compatible with that alternative’s river and marsh restoration strategy.

### **ALTERNATIVE 1. CHANNEL AGGRADATION AND NARROWING (MAXIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 1 include:

- ▶ Raising the bed elevation of the existing channel closer to the existing meadow surface as a means of re-establishing an active floodplain, which would be achieved by placing a series of structures in the channel designed to alter hydraulics and intentionally cause sediment aggradation of the bed. Local cut and fill would be used to narrow the channel. Bar development in the aggrading channel would also contribute to channel narrowing.
- ▶ Creating a sinuous, single thread bankfull channel excavated through the LWS.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill and/or placement of bioengineered structures to encourage sediment deposition.
- ▶ Reconfiguring two sections of split channel from River Station (RS) 500 to RS 2,600. The low flow channel would continue to flow through the east branch of the split channel from RS 500 to RS 1,400, but unlike existing conditions, would continue in the second east branch channel from RS 1,400 to RS 2,600. The west branches of the split channels would reduce the flow volume and hydraulic stress in the east low-flow channel by conveying a portion of the high flow.

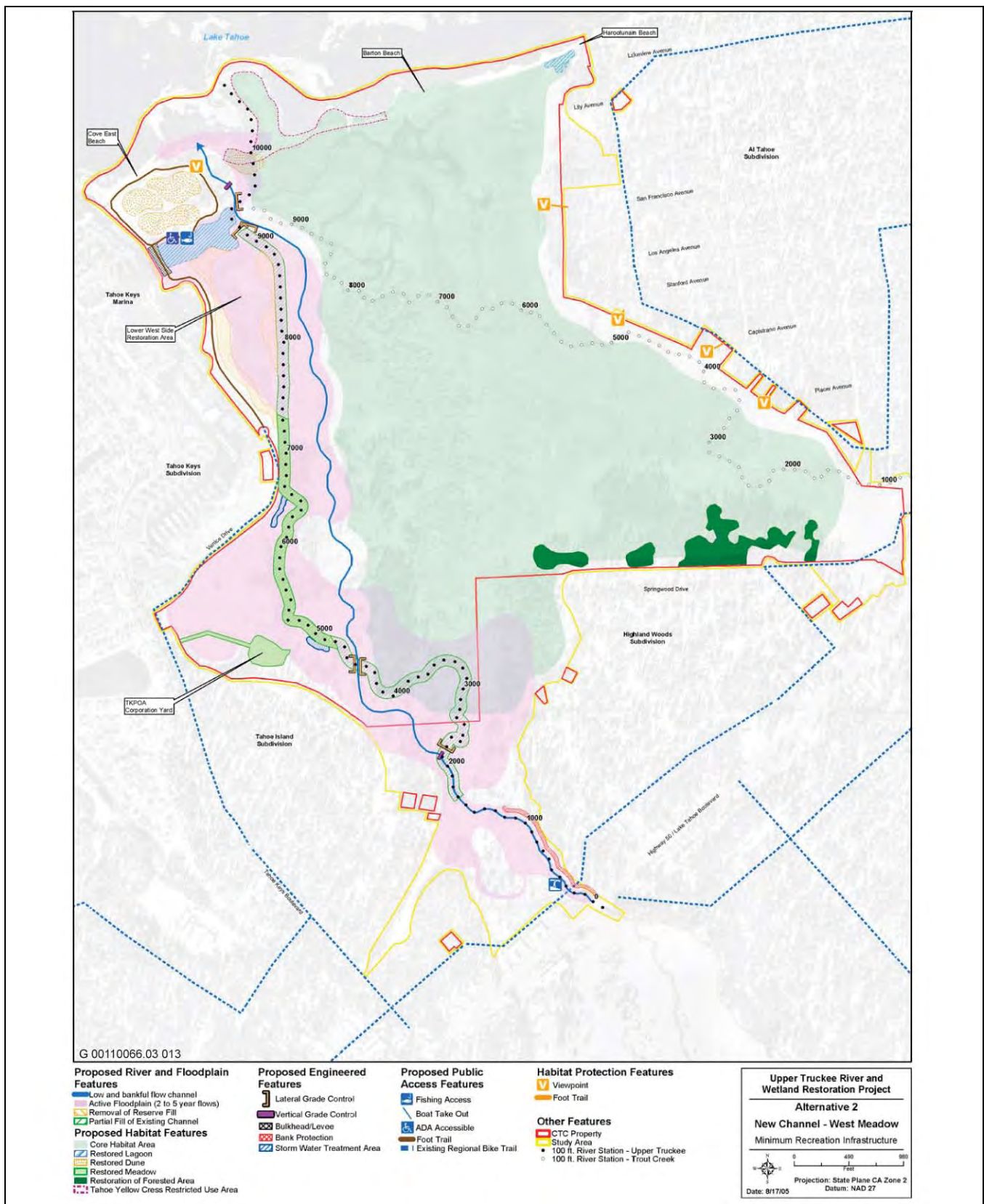




Source: ENTRIX 2005

## Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)

Exhibit 3

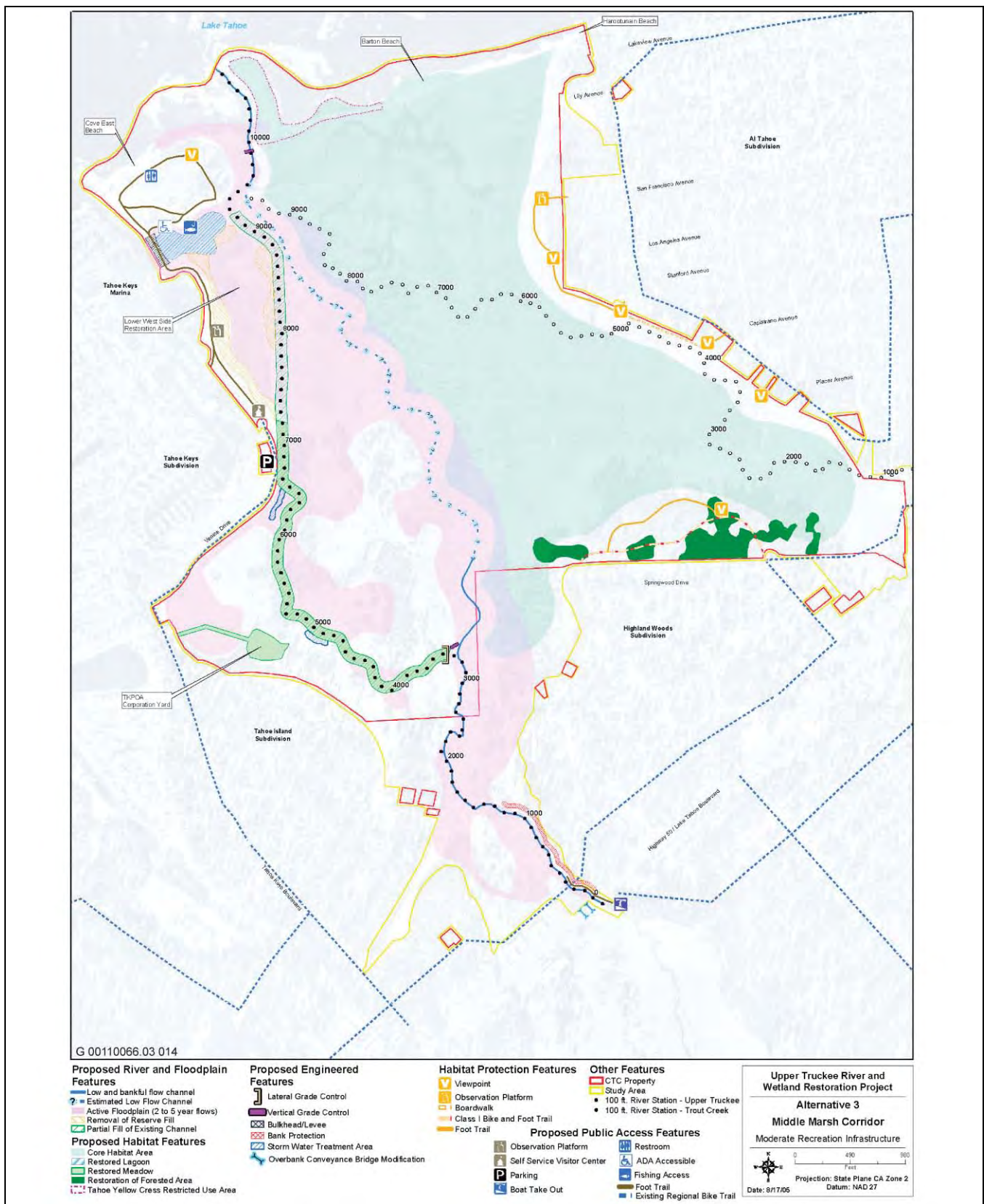


Source: ENTRIX 2005

## Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)

## Exhibit 4

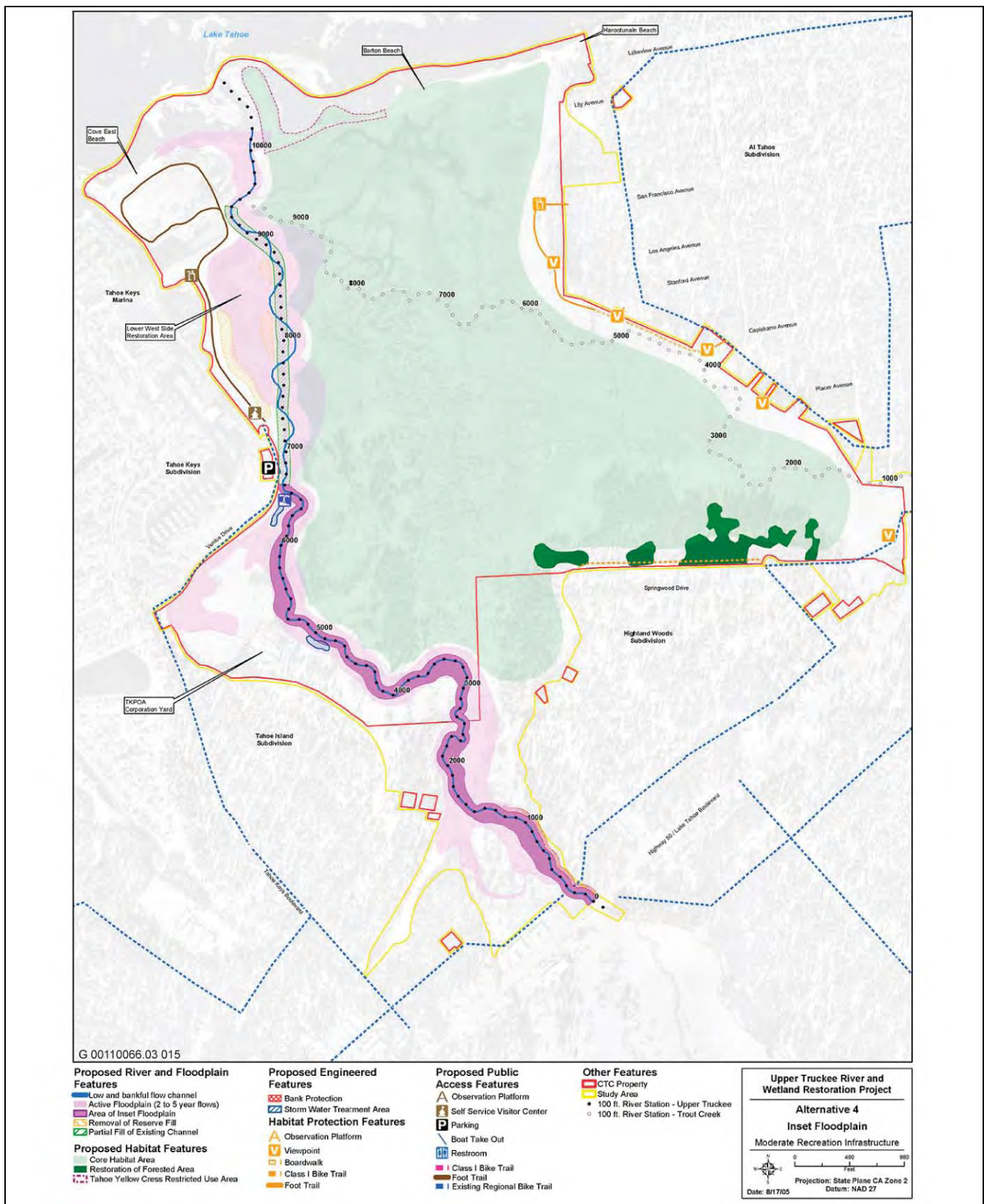




Source: ENTRIX 2005

### Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)

Exhibit 5



Source: ENTRIX 2005

## Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)

## Exhibit 6



- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. The lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. Local cut and fill would be used to re-contour the topography of the lagoon and decrease its depth.
- ▶ Constructing a full-service visitor and interpretive center on a Conservancy-owned parcel on high capability land near the end of Venice Drive and a small self-service visitor and interpretive center along the existing bike trail near Trout Creek Bridge. The full-service facility would be fully staffed and would likely require a concessionaire to support its maintenance costs. It could have office space included, for instance, for the Conservancy or an appropriate non-profit entity to rent. The full-service facility would contain public restrooms. A new parking lot would be located adjacent to the full-service visitor and interpretive center near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed due to prompted channel aggradation from the hydraulic structures, which would decrease channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Enhancing the existing trail alignment providing access to Cove East Beach by constructing a spur trail and boardwalk to an observation platform near the river mouth. The platform would provide a view across the river mouth and the meadow and lagoon to the east, as well as out across the lake. The boardwalk railings and its height above the ground would help keep people off the sandy areas during periods of low lake level.
- ▶ Constructing new trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Providing a raised boardwalk connection to the beach. An observation platform would be constructed at the end of the boardwalk to provide an overlook of the lake, beach, and the wetland, while discouraging entry onto the beach itself.
- ▶ Providing a raised boardwalk for both pedestrians and cyclists that would cross Trout Creek in the southern portion of the site, and link to existing bicycle trails at both ends. The boardwalk would allow visitors visual access into the meadow and to the lake beyond, while minimizing the disturbance that large numbers of hikers can have on meadow plants.
- ▶ Constructing a Class I bike trail along Venice Drive.
- ▶ Constructing a loop trail for both pedestrian and bicyclists through the wooded area north of Highland Woods.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges (“dunes”) at Cove East.

## **ALTERNATIVE 2. NEW CHANNEL – WEST MEADOW (MINIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 2 include:

- ▶ Excavating a new geomorphic bankfull capacity channel that re-establishes the existing meadow as an active floodplain. Most of the new channel alignment would be located east of the existing channel. A hydraulic structure would be constructed in the channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the new channel.
- ▶ Creating a sinuous, single thread bankfull channel excavated east of the LWS and straightened reach that has a sinuous planform, bankfull capacity, and active floodplain connection with the existing meadow surface.
- ▶ Constructing a new river mouth with a reduced capacity and higher bed elevation west of the existing location. This would provide the opportunity for a small area of beach restoration in the existing channel location. Since this area is prime Tahoe yellow cress habitat, it is anticipated that Tahoe yellow cress would expand in this beach restoration area.
- ▶ Maintaining a low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.

- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee River lagoon system prior to the construction of the Tahoe Keys development. The new lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. There would be no change to the dredged depth of the lagoon.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site. No new buildings, public restroom facilities, or additional buildings would be constructed.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing view points (on-grade or elevated as observation platforms) on the eastern margin of the site at the end of each of several streets where people currently access the site. The design intent of the view points would be to discourage pedestrians and their pets from entering the site.
- ▶ Maintaining the location of existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges ("dunes") at Cove East.

### **ALTERNATIVE 3. MIDDLE MARSH CORRIDOR (MODERATE RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 3 include:

- ▶ Creating a new geomorphic bankfull capacity pilot channel to connect the river with the existing network of small channels in the middle of the marsh and re-establish an active floodplain on the existing meadow surface. A hydraulic structure would be constructed in the existing channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the pilot

channel and existing meadow channels. No construction would occur within the main meadow's channel sections; the river flow paths would be dictated by natural processes.

- ▶ Using the existing river mouth location, but reducing its capacity by narrowing with local cut and fill and constructing a higher bed elevation with engineered grade controls that simulate the resistant horizontal layers in the subsurface.
- ▶ In the reach between U.S. 50 and the "Big Bend," maintaining the low-flow channel in the same alignment, and provide hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release. Options for additional high flow conveyance under U.S. 50 could include bored overflow conduits.
- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. Limited re-contouring would be used to adjust the contours and edges of the lagoon.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control the existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.



- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a loop trail for both pedestrians and cyclists through the wooded area north of Highland Woods.

#### **ALTERNATIVE 4. INSET FLOODPLAIN (MODERATE RECREATION INFRASTRUCTURE)**

Alternative 4 is fundamentally different from Alternatives 1 through 3 in that the existing streambed elevation would not be raised and no new channels would be excavated into the existing meadow/terrace surface. Key elements specific to Alternative 4 include:

- ▶ Excavating portions of the meadow surface along the corridor of the existing channel to create an inset floodplain that would increase active floodplain area and flood storage for small magnitude events.
- ▶ Using local cut and fill to reduce the width and capacity of the existing channel.
- ▶ Creating a sinuous, single thread bankfull channel constructed along a similar alignment as the straightened reach using local cut and fill.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill.
- ▶ Maintaining the low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.
- ▶ Retaining the open connection between the sailing lagoon, the marina, and Lake Tahoe.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a perimeter Class I bike trail along the southern border of the site intended to provide a bike trail connection.
- ▶ Creating a river corridor barrier near the current river alignment to reduce wildlife disturbance.

## **ALTERNATIVE 5. NO PROJECT/NO ACTION**

Under Alternative 5, no changes to the river or marsh would be implemented and existing conditions in the study area would be projected into the future.

## **POTENTIAL ENVIRONMENTAL EFFECTS**

The following subject areas include potential environmental effects associated with the range of alternatives identified above. These issues will be explored further during project scoping and during preparation of the draft EIR/EIS:

**Land Use.** Land use impacts to be addressed in the EIR/EIS/EIS include changes to onsite uses, land use compatibility, and community character. The EIR/EIS/EIS will also address consistency with the TRPA plan area statement (PAS) requirements (PAS 100 and 102).

**Hydrology, Geomorphology, and Water Quality.** Alternatives 1-4 would restore a portion of the Upper Truckee River with the intent to improve long-term water quality in the river and Lake Tahoe by reducing the reach's contribution of nutrients and suspended sediment to the river. Implementation of Alternatives 1-4 could create a risk that short-term increases in sediment load during the construction period. Best Management Practices and mitigation measures would be developed to address potential short-term impacts to water quality that are identified in the EIR/EIS/EIS. Restoration of the river channel would change the hydrologic and geomorphic processes of the river. The hydrologic analysis will focus primarily on assessing changes to flow patterns as related to changes in channel form and function, support of restoration objectives, and avoidance of any increase in flood hazard to developed land uses adjacent to the river. The geomorphic assessment will focus on potential short- and long-term changes in sediment fate and transport and landscape-scale factors. The EIR/EIS/EIS will also address long-term water quality monitoring needs.

**Biological Resources (Fisheries and Aquatic Resources, Vegetation and Wildlife).** Alternatives 1-4 include actions for enhancing or restoring native vegetation communities, protecting sensitive wildlife habitat areas from

excessive public use, and enhancing terrestrial and aquatic habitat values. These actions would affect the distribution, extent, and quality of sensitive and common biological resources on the project site. Each alternative was designed to result in long-term benefits to biological resources; however, construction of Alternatives 1-4 would remove or disturb terrestrial and aquatic habitats in some locations. Each alternative would result in changes in existing public access to and recreational uses of the project site, which would influence future patterns of disturbance on biological resources. The EIR/EIS/EIS will evaluate the potential indirect, direct, and cumulative effects of each alternative on: 1) existing vegetation communities, wildlife habitats, and aquatic resources; 2) common and ecologically significant vegetation, wildlife, and aquatic resources; and 3) special-status plant, wildlife, and aquatic species, including TRPA Special Interest Species. The relationship of project effects to TRPA thresholds for vegetation, wildlife, and fisheries will be evaluated.

**Earth Resources: Geology and Soils, and Land Capability and Coverage.** Alternatives 1-4 would involve grading and excavating for reconfiguration of a portion of the Upper Truckee River and changing site topography for restoration purposes, including filling portions of the existing, degraded channel. The EIR/EIS/EIS will describe potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated.

**Scenic Resources.** Alternatives 1-4 would result in the changes to natural elements that contribute to the scenic quality of the study area (e.g., river channel, river mouth, lagoon, vegetation), as well as changes related to the installation of recreation-related structures (e.g., trails, boardwalks, viewing points, visitor center). Visibility of these changes from the appropriate shoreline travel route on the lake and from U.S. 50, a TRPA-designated scenic travel route, will be determined. Potential impacts from construction and operation of the alternatives will be evaluated from sensitive viewpoints in or near the study area. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, and potential effects on TRPA scenic thresholds.

**Public Access and Recreation.** Construction and operation of Alternatives 1-4 would result in changes in existing public access to and recreational uses of the study area. The study area is surrounded by residential neighborhoods of South Lake Tahoe. PAS 102 on west side of the study area includes a priority for public access to the lake at Cove East Beach. PAS 100, which occupies the center and east side of the study area, emphasizes resources conservation. The location of a boat take-out site on the river differs among the alternatives, so impacts to paddling use of the river will be evaluated. The EIR/EIS/EIS will evaluate the changes to existing recreation areas and uses, the change to TRPA persons-at-one-time (PAOTs) allocations in the project area, the effect on TRPA recreation thresholds, trail connectivity, and river access and crossings.

**Cultural Resources.** The study area is located on undeveloped land. The EIR/EIS/EIS will analyze the potential for cultural resources to be located on or near the site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the proposed alternatives. Also, the proposed action includes consideration of Native American cultural uses of the study area and how restoration can be compatible with and support those uses. The EIR/EIS/EIS process will include consultation with the Washoe Tribe and evaluation in accordance with Section 106 of the National Historic Preservation Act.

**Transportation, Parking and Circulation.** Alternatives 1-4 would generate short-term, construction-related traffic. Long-term traffic generated by the recreational components will also be discussed. The transportation analysis will include identification of major roadways that may be affected by the proposed alternatives, traffic volumes on those roadways, overall operating conditions, public transit routes that may be affected by the proposed alternatives, and major pedestrian or bicycle routes that may be affected by the proposed alternatives.

**Air Quality.** Alternatives 1-4 would involve construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIR/EIS/EIS will include an assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions.

**Noise.** The EIR/EIS/EIS will assess potential short-term (i.e., construction) noise impacts, relative to sensitive receptors and their potential exposure. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts, including increased noise from mobile, stationary, and area sources, will be assessed.

**Public Services and Utilities.** The public services and utilities section of the EIR/EIS/EIS will evaluate impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, police services, fire protection services, schools, and fire fuel management.

**Hazards and Hazardous Materials.** The EIR/EIS/EIS will assess whether potential hazardous materials may be located in the study area. The EIR/EIS/EIS will also address hazardous materials issues related to adjoining properties.

**Agricultural and Mineral Resources.** The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed in the EIR/EIS/EIS.

**Socioeconomics.** With the exception of recreation, discussed above, the proposed alternatives are not expected to significantly affect socioeconomic factors associated with the study area. The EIR/EIS/EIS will consider potential economic impacts related to implementation of the proposed alternatives.

**Growth Inducement.** The effects of the proposed alternatives on growth inducement will be addressed in the EIR/EIS/EIS; however, the proposed alternatives are not expected to induce or result in the growth of population in the region, cause an increase in demand for employment opportunities, or cause an increase in other public needs.

**Cumulative Effects.** The EIR/EIS/EIS will identify and describe recently approved and reasonably anticipated non-river related projects in the South Lake Tahoe area and vicinity of the Upper Truckee Marsh, other river restoration projects being contemplated for upstream reaches of the Upper Truckee River, and region-wide planning efforts currently underway (e.g., Pathway 2007, the total maximum daily load [TMDL] requirement being developed for the Upper Truckee River). The EIR/EIS/EIS will evaluate the combined effects of these activities with the proposed action.

**TRPA Threshold Carrying Capacities:** The EIR/EIS/EIS will include assessment of the proposed action's compliance with and contribution to the attainment of threshold carrying capacities adopted by TRPA.

## **INTENDED USES OF THE EIR/EIS/EIS**

The Conservancy, Reclamation, and TRPA will use this EIR/EIS/EIS to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed action for approval. The EIR/EIS/EIS will serve as the State's CEQA compliance document, as Reclamation's NEPA compliance document, and as TRPA's compliance document with respect to its Compact and Chapter 5 of the TRPA Code of Ordinances. State responsible and trustee agencies and federal cooperating agencies may also use this EIR/EIS/EIS, as needed, for subsequent discretionary actions.

## **PUBLIC SCOPING**

Public scoping meetings are being conducted to provide you with the opportunity to learn more about the proposed action and to express oral comments about the content of the EIR/EIS/EIS, in addition to your opportunity to submit written comments. The scoping meetings will be held at the following times and locations:

**Wednesday, October 11, 2006**

TRPA Advisory Planning Commission Meeting  
North Tahoe Conference Center  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=259>  
North Tahoe Conference Center  
8318 North Lake Boulevard  
Kings Beach, CA 96143

**Wednesday, October 25, 2006**

Governing Board Meeting  
Tahoe Regional Planning Agency  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=258>  
128 Market Street  
Stateline, NV 89449

**Tuesday, October 24, 2006**

12:00 p.m. – 2:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150

**Tuesday, October 24, 2006**

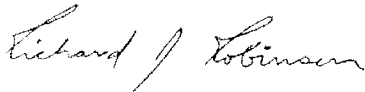
6:00 p.m. – 8:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150



Project Manager, TRPA

October 3, 2006

Date



Program Manager, California Tahoe Conservancy

October 3, 2006

Date

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Public Announcement  
Regarding Comment Period Continuation





**CALIFORNIA TAHOE CONSERVANCY**

1061 Third Street  
SOUTH LAKE TAHOE, CA 96150  
(530) 542-5580



March 13, 2007

**PUBLIC ANNOUNCEMENT**

Comment Period Continuation  
for the  
Upper Truckee River and Marsh Restoration Project

The California Tahoe Conservancy (Conservancy), the U.S. Bureau of Reclamation (Reclamation), and the Tahoe Regional Planning Agency (TRPA) are pursuing a restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland. The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

The Conservancy, Reclamation, and TRPA are preparing a joint Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project (project).

Pursuant to the California Environmental Quality Act (CEQA), the Conservancy issued a Notice of Preparation (NOP) of a Draft EIR/EIS/EIS for the project on October 5, 2006. The purpose of this notification is to provide public notice that the NOP review and comment period is continuing and remains open for the public and agencies.

The Conservancy has determined that the NOP public comment period will continue to April 30, 2007.

The scoping periods for the project conducted by Reclamation for compliance with the National Environmental Policy Act and by TRPA pursuant to its Code of Ordinances and Rules of Procedure are not affected by this notice.

The original NOP is attached to this notice. The NOP may also be reviewed at: <http://www.trpa.org/default.aspx?tabindex=4&tabid=291>. Paper copies of the NOP are available upon request by contacting

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Phone: (530) 543-6048

Written comments should be provided to Ms. Jacqui Grandfield at the addresses shown above by April 30, 2007 to ensure their consideration during preparation of the Draft EIR/EIS/EIS. Additional information concerning the project and the proposed alternatives that are currently being considered will be available as it is developed at the project website at: [www.uppertruckeemarsh.com](http://www.uppertruckeemarsh.com).

**TAHOE REGIONAL PLANNING AGENCY**  
P.O. Box 5310  
128 Market Street  
Stateline, Nevada 89449-5310  
Phone: (775) 588-4547  
Fax: (775) 588-4527  
Email: trpa@trpa.org      www.trpa.org

**STATE OF CALIFORNIA - THE RESOURCES AGENCY**  
Arnold Schwarzenegger, *Governor*  
**CALIFORNIA TAHOE CONSERVANCY**  
1061 Third Street  
South Lake Tahoe, CA 96150  
(530) 542-5580  
(530) 542-5591 (fax)

This notice is being issued jointly by the State of California and the Tahoe Regional Planning Agency and meets CEQA and TRPA noticing requirements for a Notice of Preparation.

## **NOTICE OF PREPARATION**

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**To:** California State Clearinghouse  
Nevada State Clearinghouse  
Cooperating Agencies  
Responsible and Trustee Agencies  
Interested Parties and Organizations  
Affected Property Owners (within 300 feet of the study area boundaries)

**Subject:** Notice of Preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project, South Lake Tahoe, California.

**Lead Agencies:**

State of California  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Contact: Jacqui Grandfield, UC Consultant, Wildlife Program  
Phone: (530) 542-5580  
Fax: (530) 542-5591  
Email: jgrandfield@tahoecons.ca.gov

United States Department of the Interior  
Bureau of Reclamation  
2800 Cottage Way, Room E-2606  
Sacramento, CA 95825-1898  
Contact: Myrnie Mayville, NEPA Coordinator  
Phone: (916) 978-5037  
Fax: (916) 978-5055  
Email: mmayville@mp.usbr.gov

Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89448  
Contact: Mike Elam, Associate Environmental Planner  
Phone: (775) 588-4547 ext.308 Fax: (775) 588-4527  
Email: MElam@trpa.org

**Project Title:** Upper Truckee River and Marsh Restoration Project

**Project Location:** The Upper Truckee River drains the largest watershed in the Lake Tahoe Basin. The Upper Truckee Marsh is located on the south shore of Lake Tahoe where the river enters the lake. The study area for the Upper Truckee River and Marsh Restoration Project is generally bounded by U.S. Highway 50 (U.S. 50) and the Highland Woods neighborhood on the south, the Al Tahoe neighborhood on the east, and Tahoe Islands/Sky Meadows

and Tahoe Keys neighborhoods on the west (Exhibit 1). The study area is approximately 592 acres, and includes parcels owned by the California Tahoe Conservancy (Conservancy), other public agencies, and private landowners (Exhibit 2). It includes the downstream reaches of Trout Creek and the Upper Truckee River, adjacent wetland and uplands habitats, and the Lower West Side (LWS) Wetlands Restoration Project site (located in the northwest portion of the study area, just east of the Tahoe Keys Marina).

The Conservancy, the U.S. Bureau of Reclamation (Reclamation), and the Tahoe Regional Planning Agency (TRPA) are preparing a joint EIR/EIS/EIS for the Upper Truckee Marsh Restoration Project (project). This joint document will serve as an EIR prepared by the Conservancy pursuant to the California Environmental Quality Act (CEQA); an EIS prepared by Reclamation pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) Regulations Implementing NEPA; and an EIS prepared by TRPA pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances. This notice meets the CEQA and TRPA noticing requirements for a Notice of Preparation (NOP). Reclamation has prepared a separate notice that meets NEPA requirements for a Notice of Intent (NOI) for publication in the *Federal Register*.

We would like to know the views of interested persons, organizations, and agencies as to the scope and content of the information to be included and analyzed in the EIR/EIS/EIS. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed alternatives. The project description, location, alternatives to be evaluated in the EIR/EIS/EIS, and potential environmental effects of the proposed alternatives (to the extent known) are contained in this NOP.

In compliance with the time limits mandated by State law and TRPA, your response should be sent at the earliest possible date, but not later than **November 2, 2006**. Please send your written responses to:

State of California  
Jacqui Grandfield, UC Consultant,  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

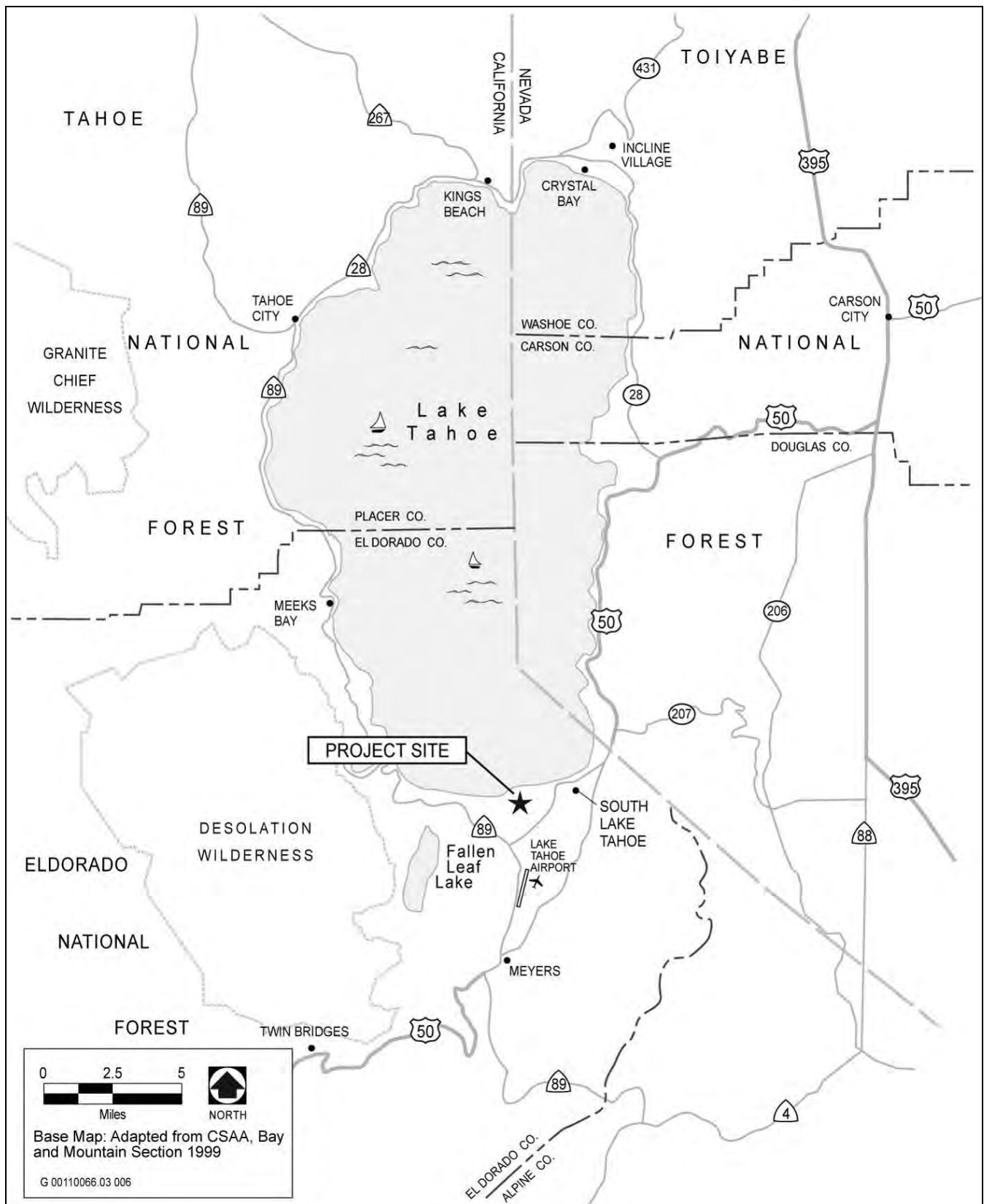
OR

Tahoe Regional Planning Agency  
Mike Elam, Associate Environmental Planner  
P. O. Box 5310  
Stateline, NV 89449

Responses should include the name of a contact person at your agency or organization.

## SUMMARY

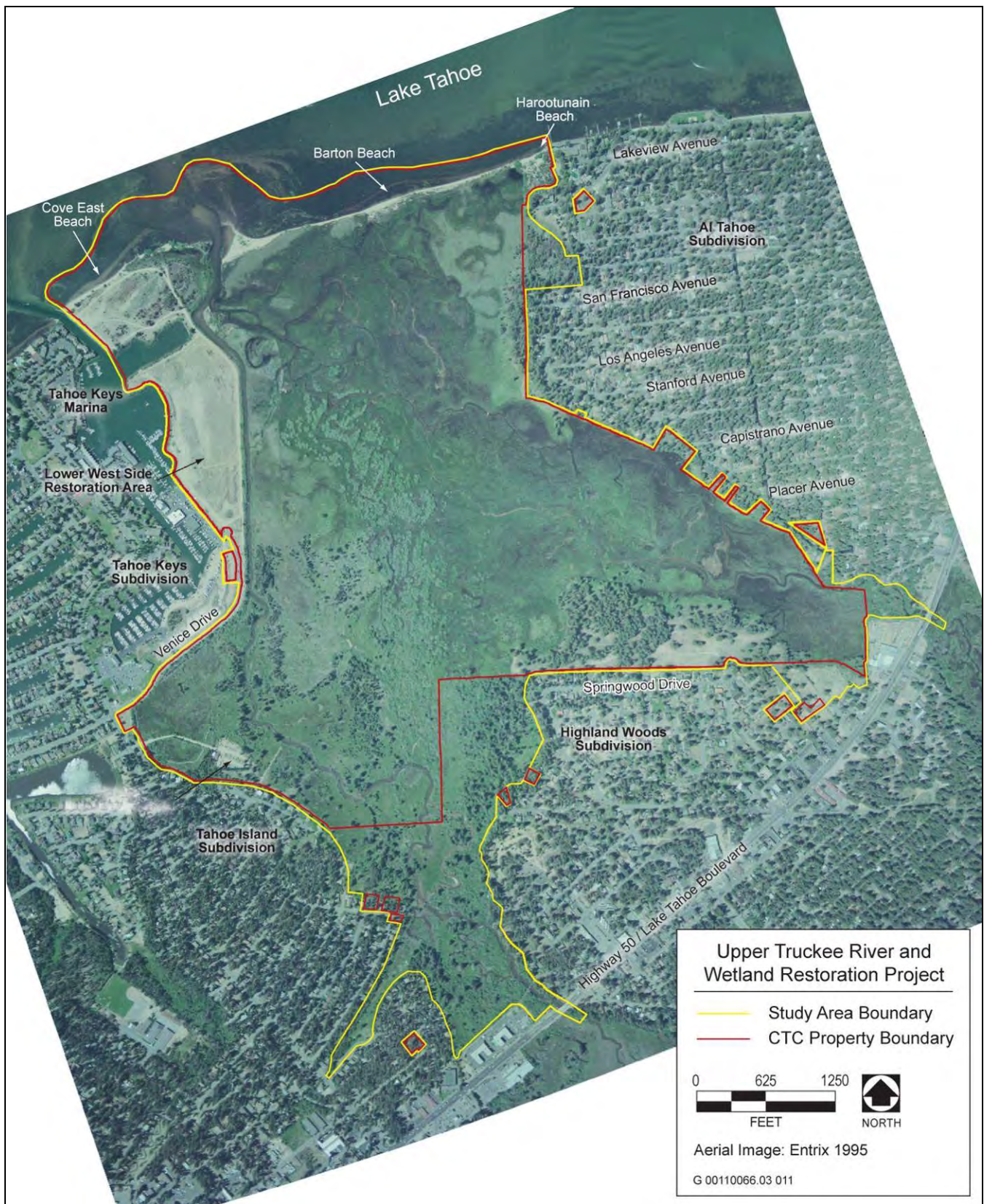
The Conservancy, Reclamation, and TRPA are pursuing a restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland. The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic



## Regional Location

## Exhibit 1





**Study Area Map**

**Exhibit 2**

processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

An extensive evaluation and restoration planning process has been conducted to identify potentially feasible approaches for restoration of the river and marsh. As a result of that process, the following five alternatives, including four action alternatives and a No Project/No Action Alternative, are intended to be evaluated in the EIR/EIS/EIS.

- ▶ Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)
- ▶ Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)
- ▶ Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
- ▶ Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)
- ▶ Alternative 5. No Project/No Action

These alternatives are named for their approach to restoration of the Upper Truckee River, and the associated level of recreation infrastructure, and are described in more detail below.

## **PROJECT DESCRIPTION**

### **BACKGROUND**

The Upper Truckee River has been substantially altered by land practices during the past 150 years. Throughout its watershed, the river has experienced ecosystem degradation typical of what has occurred elsewhere in the Basin. The river has been modified from its original conditions by human activities, such as logging; livestock grazing; roads; golf courses; an airport; and residential, commercial and industrial developments. These conditions have resulted in increased sediment and nutrient loads discharging into Lake Tahoe from the river, which contribute to the declining clarity of the lake. Human influences have also resulted in reduced habitat quality for plant, wildlife, and fish species in the watershed. Restoration of natural processes and ecological functions of the river is an important part of the response to the decline in lake clarity.

Restoration planning for the marsh began in the early 1990's with studies conducted by the University of California. In 1995, the Conservancy commissioned a restoration planning and design study, which identified a tentatively preferred river restoration concept two years later. However, it was determined that river restoration required use of the entire Upper Truckee Marsh, and at that time the east side of the marsh was not owned by the Conservancy; therefore, this tentatively selected concept could not be pursued. In 1998, the Conservancy began planning and design of an initial phase of wetland restoration on a 23-acre portion of a study area located on the

east side of the Upper Truckee River near Lake Tahoe (Exhibit 2). This is an area, called the Lower West Side Wetland Restoration Project (LWS), where the marsh had been previously filled during the construction of the adjacent Tahoe Keys. After careful investigations, planning, and design; extensive environmental review; and community outreach, the Conservancy approved restoration of 12 acres of wetland through fill removal as the LWS Project in 2001. Construction commenced in the summer of 2001 and was completed in the summer of 2003.

In 2000, the Conservancy purchased 311 acres of land in the center of the marsh from a private party, bringing nearly the entire Truckee Marsh into public ownership. Currently, the majority of the study area is owned by the Conservancy, including the marsh and meadows surrounding the lower reach of Trout Creek. Restoration concepts encompassing the whole marsh and the lower reach of the river could be developed after the acquisition. As part of this process, the Conservancy has also conducted public access and recreation use management planning for the river, marsh, and beach.

Initially, the Conservancy defined project objectives and desired outcomes to direct the restoration planning process. A comprehensive evaluation and documentation of the existing natural processes and functions in the study area were conducted to begin the alternatives planning process. This evaluation enabled the identification of potential restoration opportunities and constraints. Armed with detailed information about the river and marsh processes and ecological functions, the Conservancy hosted a design charrette (i.e., interactive workshop) for agencies and other stakeholders to identify the spectrum of potentially feasible restoration ideas to be considered in the development of concept plan alternatives. Four alternative concept plans, all developed to be potentially feasible, were formulated to represent a reasonable range of restoration approaches. The four concepts generated by this extensive process became the four action alternatives being evaluated in the EIR/EIS/EIS. A preferred alternative will be identified after public review of the four alternatives and public comments are received on the Draft EIR/EIS/EIS.

To date, key stages of the Upper Truckee Marsh Restoration project have included the following:

- ▶ Evaluating existing natural processes and functions of the Upper Truckee River and marsh in 2000 and 2001
- ▶ Establishing project objectives and desired outcomes in 2002, and updating them in 2005.
- ▶ Defining restoration opportunities and constraints in 2002 and 2003
- ▶ Conducting a restoration design charrette in 2003 to receive input from stakeholders on project priorities, concerns and constraints, and design ideas.
- ▶ Conducting hydraulic modeling studies to support the development and evaluation of project alternatives.



- ▶ Initial development and comparative evaluation of four conceptual restoration alternatives in 2004 and 2005.
- ▶ Regulatory agency review of alternative concepts for key issues and regulatory requirements in 2005.
- ▶ Further refinement and evaluation of the alternatives, and preparation of a Concept Plan Report (July 2006).

## **PURPOSE AND NEED**

The need for the project originates from the environmental degradation that the Upper Truckee River has historically experienced as a result of human alterations to the river and watershed. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

## **PROJECT OBJECTIVES**

The following basic objectives of the project were developed for the proposed action to meet the purpose and need:

- Objective 1. Restore natural and self-sustaining river and floodplain processes and functions
- Objective 2. Protect, enhance, and restore naturally functioning habitats
- Objective 3. Restore and enhance fish and wildlife habitat quality
- Objective 4. Improve water quality through enhancement of natural physical and biological processes
- Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations
- Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach
- Objective 7. Avoid increasing flood hazard on adjacent private property
- Objective 8. Design with sensitivity to the site's history and cultural heritage
- Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits
- Objective 10. Implement a public health and safety program, including mosquito monitoring and control

## **SUMMARY OF ALTERNATIVES**

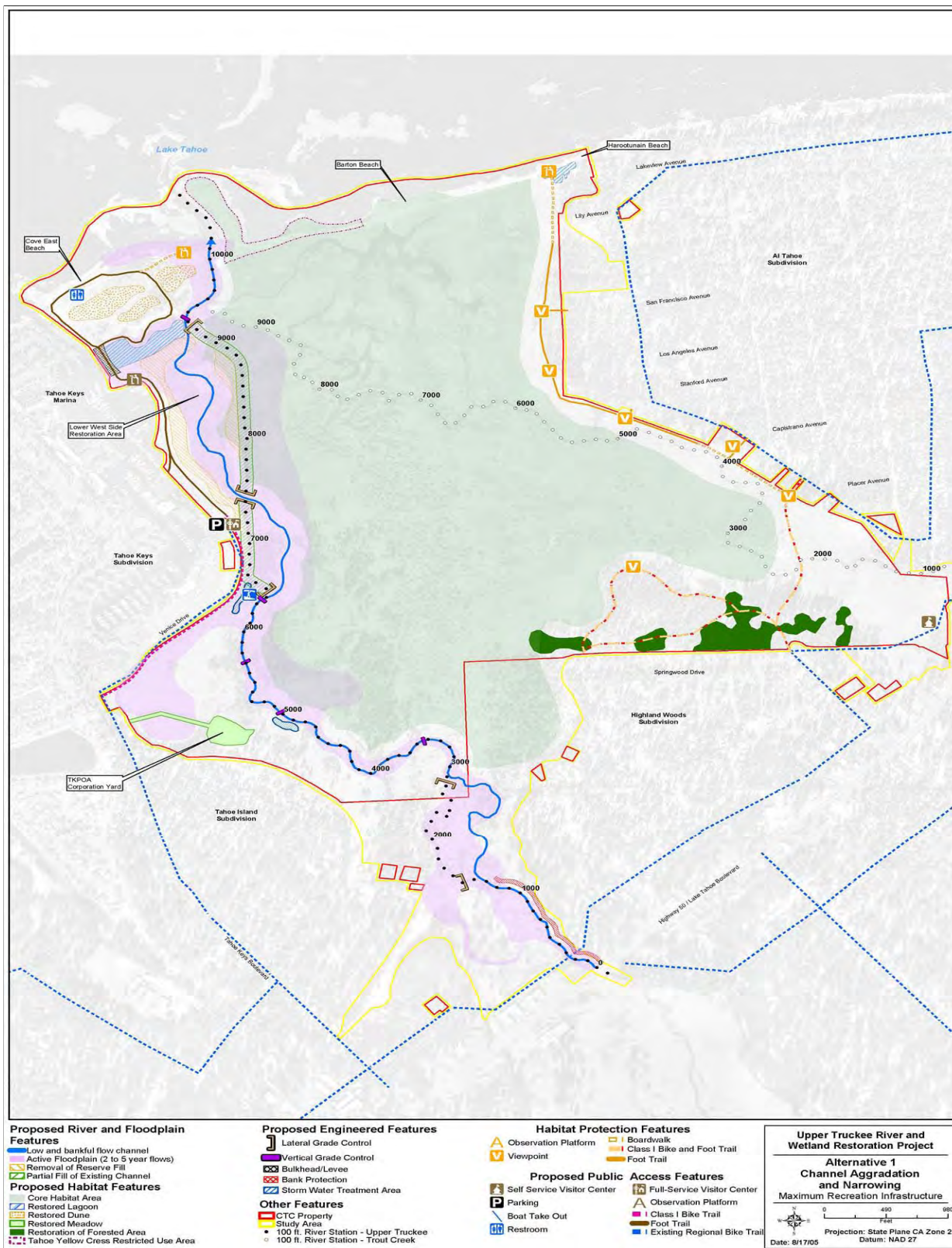
Four "action" alternatives, and the No Project/No Action Alternative, will be evaluated at an equal level of detail in the EIR/EIS/EIS. The four action alternatives are illustrated in Exhibits 3 through 6 and are described below. It is important to note that many of the individual components in each alternative are modular and could be transferred to other alternatives, or recombined after environmental review to formulate different variations of the alternatives.

All four action alternatives include a recreation and public access component. These ideas are expressed at three levels of development intensity with respect to recreation-related infrastructure (“maximum”, “minimum”, and “moderate”). At this point in project planning, there is no necessary connection between the recreation and public access approach included in a particular alternative and the river restoration strategy of that alternative. The level of public access and recreational facilities included in the alternative selected for implementation would need to be compatible with that alternative’s river and marsh restoration strategy.

### **ALTERNATIVE 1. CHANNEL AGGRADATION AND NARROWING (MAXIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 1 include:

- ▶ Raising the bed elevation of the existing channel closer to the existing meadow surface as a means of re-establishing an active floodplain, which would be achieved by placing a series of structures in the channel designed to alter hydraulics and intentionally cause sediment aggradation of the bed. Local cut and fill would be used to narrow the channel. Bar development in the aggrading channel would also contribute to channel narrowing.
- ▶ Creating a sinuous, single thread bankfull channel excavated through the LWS.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill and/or placement of bioengineered structures to encourage sediment deposition.
- ▶ Reconfiguring two sections of split channel from River Station (RS) 500 to RS 2,600. The low flow channel would continue to flow through the east branch of the split channel from RS 500 to RS 1,400, but unlike existing conditions, would continue in the second east branch channel from RS 1,400 to RS 2,600. The west branches of the split channels would reduce the flow volume and hydraulic stress in the east low-flow channel by conveying a portion of the high flow.

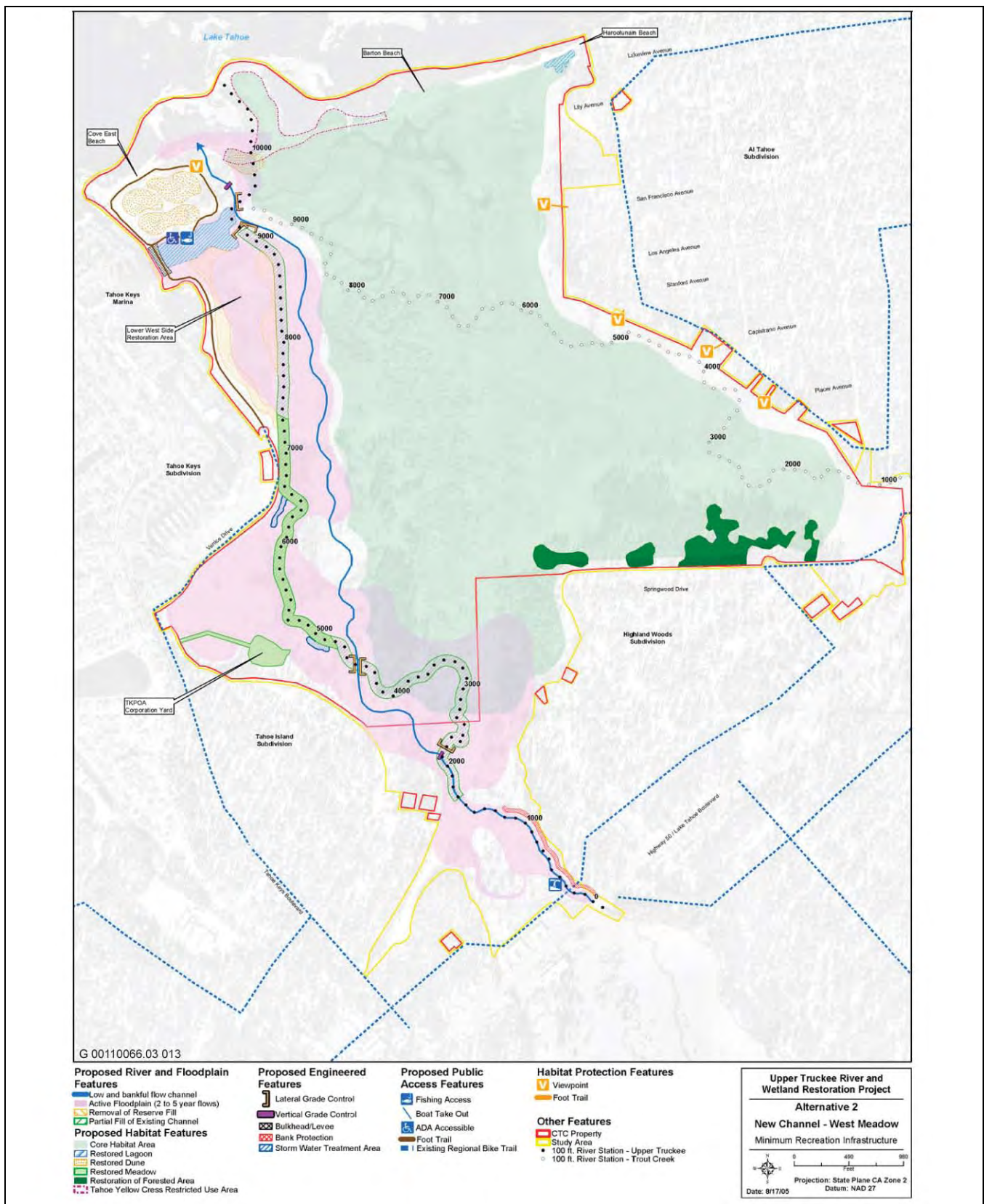


Source: ENTRIX 2005

## Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)

Exhibit 3

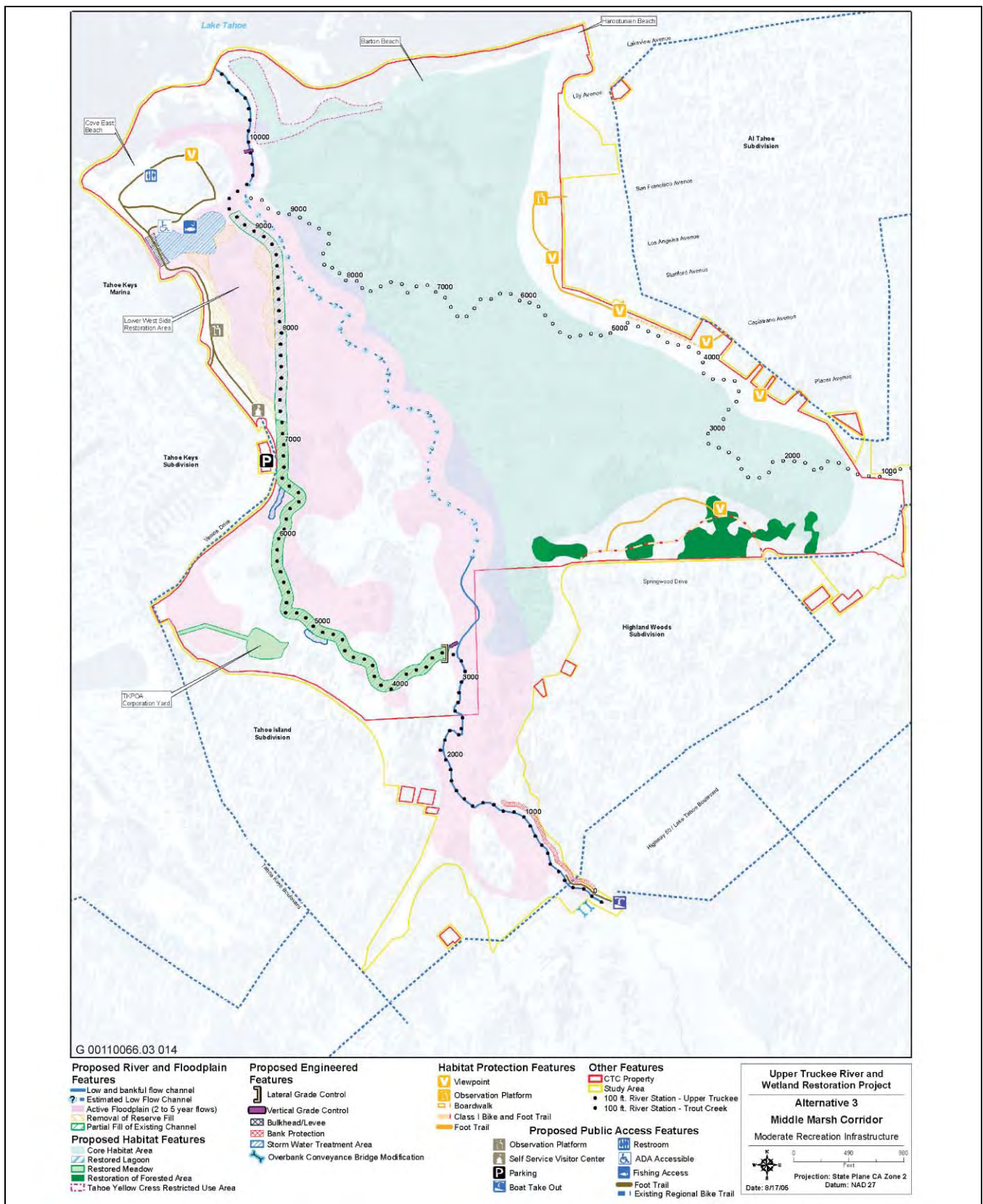




Source: ENTRIX 2005

## Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)

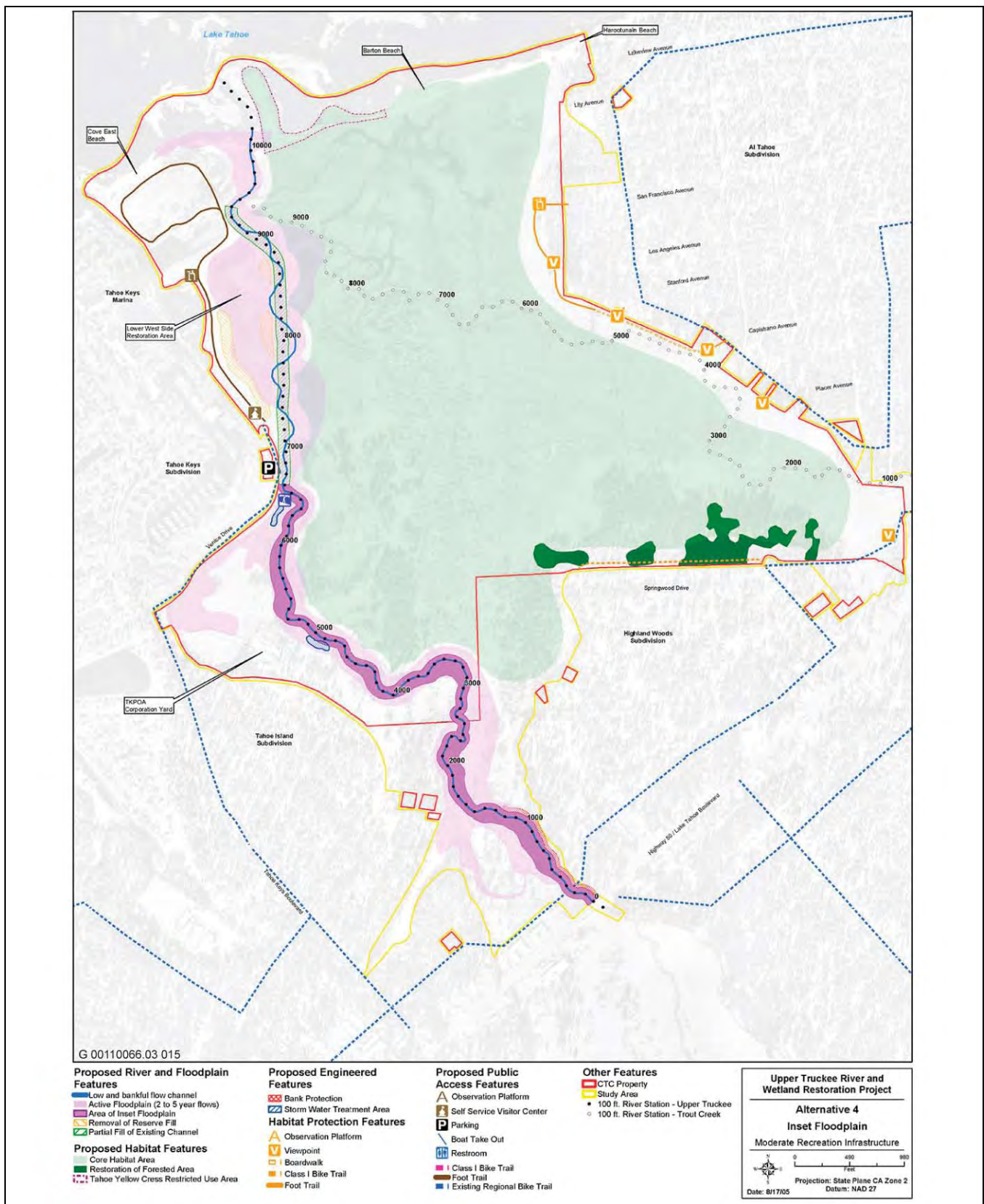
Exhibit 4



Source: ENTRIX 2005

Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
Exhibit 5





Source: ENTRIX 2005

## Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)

## Exhibit 6

- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. The lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. Local cut and fill would be used to re-contour the topography of the lagoon and decrease its depth.
- ▶ Constructing a full-service visitor and interpretive center on a Conservancy-owned parcel on high capability land near the end of Venice Drive and a small self-service visitor and interpretive center along the existing bike trail near Trout Creek Bridge. The full-service facility would be fully staffed and would likely require a concessionaire to support its maintenance costs. It could have office space included, for instance, for the Conservancy or an appropriate non-profit entity to rent. The full-service facility would contain public restrooms. A new parking lot would be located adjacent to the full-service visitor and interpretive center near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed due to prompted channel aggradation from the hydraulic structures, which would decrease channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Enhancing the existing trail alignment providing access to Cove East Beach by constructing a spur trail and boardwalk to an observation platform near the river mouth. The platform would provide a view across the river mouth and the meadow and lagoon to the east, as well as out across the lake. The boardwalk railings and its height above the ground would help keep people off the sandy areas during periods of low lake level.
- ▶ Constructing new trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Providing a raised boardwalk connection to the beach. An observation platform would be constructed at the end of the boardwalk to provide an overlook of the lake, beach, and the wetland, while discouraging entry onto the beach itself.
- ▶ Providing a raised boardwalk for both pedestrians and cyclists that would cross Trout Creek in the southern portion of the site, and link to existing bicycle trails at both ends. The boardwalk would allow visitors visual access into the meadow and to the lake beyond, while minimizing the disturbance that large numbers of hikers can have on meadow plants.
- ▶ Constructing a Class I bike trail along Venice Drive.
- ▶ Constructing a loop trail for both pedestrian and bicyclists through the wooded area north of Highland Woods.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges (“dunes”) at Cove East.

## **ALTERNATIVE 2. NEW CHANNEL – WEST MEADOW (MINIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 2 include:

- ▶ Excavating a new geomorphic bankfull capacity channel that re-establishes the existing meadow as an active floodplain. Most of the new channel alignment would be located east of the existing channel. A hydraulic structure would be constructed in the channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the new channel.
- ▶ Creating a sinuous, single thread bankfull channel excavated east of the LWS and straightened reach that has a sinuous planform, bankfull capacity, and active floodplain connection with the existing meadow surface.
- ▶ Constructing a new river mouth with a reduced capacity and higher bed elevation west of the existing location. This would provide the opportunity for a small area of beach restoration in the existing channel location. Since this area is prime Tahoe yellow cress habitat, it is anticipated that Tahoe yellow cress would expand in this beach restoration area.
- ▶ Maintaining a low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.



- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee River lagoon system prior to the construction of the Tahoe Keys development. The new lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. There would be no change to the dredged depth of the lagoon.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site. No new buildings, public restroom facilities, or additional buildings would be constructed.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing view points (on-grade or elevated as observation platforms) on the eastern margin of the site at the end of each of several streets where people currently access the site. The design intent of the view points would be to discourage pedestrians and their pets from entering the site.
- ▶ Maintaining the location of existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges ("dunes") at Cove East.

### **ALTERNATIVE 3. MIDDLE MARSH CORRIDOR (MODERATE RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 3 include:

- ▶ Creating a new geomorphic bankfull capacity pilot channel to connect the river with the existing network of small channels in the middle of the marsh and re-establish an active floodplain on the existing meadow surface. A hydraulic structure would be constructed in the existing channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the pilot

channel and existing meadow channels. No construction would occur within the main meadow's channel sections; the river flow paths would be dictated by natural processes.

- ▶ Using the existing river mouth location, but reducing its capacity by narrowing with local cut and fill and constructing a higher bed elevation with engineered grade controls that simulate the resistant horizontal layers in the subsurface.
- ▶ In the reach between U.S. 50 and the "Big Bend," maintaining the low-flow channel in the same alignment, and provide hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release. Options for additional high flow conveyance under U.S. 50 could include bored overflow conduits.
- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. Limited re-contouring would be used to adjust the contours and edges of the lagoon.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control the existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a loop trail for both pedestrians and cyclists through the wooded area north of Highland Woods.

#### **ALTERNATIVE 4. INSET FLOODPLAIN (MODERATE RECREATION INFRASTRUCTURE)**

Alternative 4 is fundamentally different from Alternatives 1 through 3 in that the existing streambed elevation would not be raised and no new channels would be excavated into the existing meadow/terrace surface. Key elements specific to Alternative 4 include:

- ▶ Excavating portions of the meadow surface along the corridor of the existing channel to create an inset floodplain that would increase active floodplain area and flood storage for small magnitude events.
- ▶ Using local cut and fill to reduce the width and capacity of the existing channel.
- ▶ Creating a sinuous, single thread bankfull channel constructed along a similar alignment as the straightened reach using local cut and fill.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill.
- ▶ Maintaining the low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.
- ▶ Retaining the open connection between the sailing lagoon, the marina, and Lake Tahoe.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a perimeter Class I bike trail along the southern border of the site intended to provide a bike trail connection.
- ▶ Creating a river corridor barrier near the current river alignment to reduce wildlife disturbance.

## **ALTERNATIVE 5. NO PROJECT/NO ACTION**

Under Alternative 5, no changes to the river or marsh would be implemented and existing conditions in the study area would be projected into the future.

## **POTENTIAL ENVIRONMENTAL EFFECTS**

The following subject areas include potential environmental effects associated with the range of alternatives identified above. These issues will be explored further during project scoping and during preparation of the draft EIR/EIS:

**Land Use.** Land use impacts to be addressed in the EIR/EIS/EIS include changes to onsite uses, land use compatibility, and community character. The EIR/EIS/EIS will also address consistency with the TRPA plan area statement (PAS) requirements (PAS 100 and 102).

**Hydrology, Geomorphology, and Water Quality.** Alternatives 1-4 would restore a portion of the Upper Truckee River with the intent to improve long-term water quality in the river and Lake Tahoe by reducing the reach's contribution of nutrients and suspended sediment to the river. Implementation of Alternatives 1-4 could create a risk that short-term increases in sediment load during the construction period. Best Management Practices and mitigation measures would be developed to address potential short-term impacts to water quality that are identified in the EIR/EIS/EIS. Restoration of the river channel would change the hydrologic and geomorphic processes of the river. The hydrologic analysis will focus primarily on assessing changes to flow patterns as related to changes in channel form and function, support of restoration objectives, and avoidance of any increase in flood hazard to developed land uses adjacent to the river. The geomorphic assessment will focus on potential short- and long-term changes in sediment fate and transport and landscape-scale factors. The EIR/EIS/EIS will also address long-term water quality monitoring needs.

**Biological Resources (Fisheries and Aquatic Resources, Vegetation and Wildlife).** Alternatives 1-4 include actions for enhancing or restoring native vegetation communities, protecting sensitive wildlife habitat areas from

excessive public use, and enhancing terrestrial and aquatic habitat values. These actions would affect the distribution, extent, and quality of sensitive and common biological resources on the project site. Each alternative was designed to result in long-term benefits to biological resources; however, construction of Alternatives 1-4 would remove or disturb terrestrial and aquatic habitats in some locations. Each alternative would result in changes in existing public access to and recreational uses of the project site, which would influence future patterns of disturbance on biological resources. The EIR/EIS/EIS will evaluate the potential indirect, direct, and cumulative effects of each alternative on: 1) existing vegetation communities, wildlife habitats, and aquatic resources; 2) common and ecologically significant vegetation, wildlife, and aquatic resources; and 3) special-status plant, wildlife, and aquatic species, including TRPA Special Interest Species. The relationship of project effects to TRPA thresholds for vegetation, wildlife, and fisheries will be evaluated.

**Earth Resources: Geology and Soils, and Land Capability and Coverage.** Alternatives 1-4 would involve grading and excavating for reconfiguration of a portion of the Upper Truckee River and changing site topography for restoration purposes, including filling portions of the existing, degraded channel. The EIR/EIS/EIS will describe potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated.

**Scenic Resources.** Alternatives 1-4 would result in the changes to natural elements that contribute to the scenic quality of the study area (e.g., river channel, river mouth, lagoon, vegetation), as well as changes related to the installation of recreation-related structures (e.g., trails, boardwalks, viewing points, visitor center). Visibility of these changes from the appropriate shoreline travel route on the lake and from U.S. 50, a TRPA-designated scenic travel route, will be determined. Potential impacts from construction and operation of the alternatives will be evaluated from sensitive viewpoints in or near the study area. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, and potential effects on TRPA scenic thresholds.

**Public Access and Recreation.** Construction and operation of Alternatives 1-4 would result in changes in existing public access to and recreational uses of the study area. The study area is surrounded by residential neighborhoods of South Lake Tahoe. PAS 102 on west side of the study area includes a priority for public access to the lake at Cove East Beach. PAS 100, which occupies the center and east side of the study area, emphasizes resources conservation. The location of a boat take-out site on the river differs among the alternatives, so impacts to paddling use of the river will be evaluated. The EIR/EIS/EIS will evaluate the changes to existing recreation areas and uses, the change to TRPA persons-at-one-time (PAOTs) allocations in the project area, the effect on TRPA recreation thresholds, trail connectivity, and river access and crossings.

**Cultural Resources.** The study area is located on undeveloped land. The EIR/EIS/EIS will analyze the potential for cultural resources to be located on or near the site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the proposed alternatives. Also, the proposed action includes consideration of Native American cultural uses of the study area and how restoration can be compatible with and support those uses. The EIR/EIS/EIS process will include consultation with the Washoe Tribe and evaluation in accordance with Section 106 of the National Historic Preservation Act.

**Transportation, Parking and Circulation.** Alternatives 1-4 would generate short-term, construction-related traffic. Long-term traffic generated by the recreational components will also be discussed. The transportation analysis will include identification of major roadways that may be affected by the proposed alternatives, traffic volumes on those roadways, overall operating conditions, public transit routes that may be affected by the proposed alternatives, and major pedestrian or bicycle routes that may be affected by the proposed alternatives.

**Air Quality.** Alternatives 1-4 would involve construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIR/EIS/EIS will include an assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions.

**Noise.** The EIR/EIS/EIS will assess potential short-term (i.e., construction) noise impacts, relative to sensitive receptors and their potential exposure. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts, including increased noise from mobile, stationary, and area sources, will be assessed.

**Public Services and Utilities.** The public services and utilities section of the EIR/EIS/EIS will evaluate impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, police services, fire protection services, schools, and fire fuel management.

**Hazards and Hazardous Materials.** The EIR/EIS/EIS will assess whether potential hazardous materials may be located in the study area. The EIR/EIS/EIS will also address hazardous materials issues related to adjoining properties.

**Agricultural and Mineral Resources.** The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed in the EIR/EIS/EIS.

**Socioeconomics.** With the exception of recreation, discussed above, the proposed alternatives are not expected to significantly affect socioeconomic factors associated with the study area. The EIR/EIS/EIS will consider potential economic impacts related to implementation of the proposed alternatives.

**Growth Inducement.** The effects of the proposed alternatives on growth inducement will be addressed in the EIR/EIS/EIS; however, the proposed alternatives are not expected to induce or result in the growth of population in the region, cause an increase in demand for employment opportunities, or cause an increase in other public needs.

**Cumulative Effects.** The EIR/EIS/EIS will identify and describe recently approved and reasonably anticipated non-river related projects in the South Lake Tahoe area and vicinity of the Upper Truckee Marsh, other river restoration projects being contemplated for upstream reaches of the Upper Truckee River, and region-wide planning efforts currently underway (e.g., Pathway 2007, the total maximum daily load [TMDL] requirement being developed for the Upper Truckee River). The EIR/EIS/EIS will evaluate the combined effects of these activities with the proposed action.

**TRPA Threshold Carrying Capacities:** The EIR/EIS/EIS will include assessment of the proposed action's compliance with and contribution to the attainment of threshold carrying capacities adopted by TRPA.

## **INTENDED USES OF THE EIR/EIS/EIS**

The Conservancy, Reclamation, and TRPA will use this EIR/EIS/EIS to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed action for approval. The EIR/EIS/EIS will serve as the State's CEQA compliance document, as Reclamation's NEPA compliance document, and as TRPA's compliance document with respect to its Compact and Chapter 5 of the TRPA Code of Ordinances. State responsible and trustee agencies and federal cooperating agencies may also use this EIR/EIS/EIS, as needed, for subsequent discretionary actions.

## **PUBLIC SCOPING**

Public scoping meetings are being conducted to provide you with the opportunity to learn more about the proposed action and to express oral comments about the content of the EIR/EIS/EIS, in addition to your opportunity to submit written comments. The scoping meetings will be held at the following times and locations:

**Wednesday, October 11, 2006**

TRPA Advisory Planning Commission Meeting  
North Tahoe Conference Center  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=259>  
North Tahoe Conference Center  
8318 North Lake Boulevard  
Kings Beach, CA 96143

**Wednesday, October 25, 2006**

Governing Board Meeting  
Tahoe Regional Planning Agency  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=258>  
128 Market Street  
Stateline, NV 89449

**Tuesday, October 24, 2006**

12:00 p.m. – 2:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150

**Tuesday, October 24, 2006**

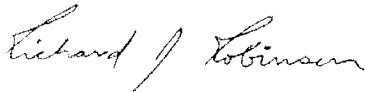
6:00 p.m. – 8:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150



Project Manager, TRPA

October 3, 2006

Date



Program Manager, California Tahoe Conservancy

October 3, 2006

Date



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Notice of Intent



to eligible producing states and coastal political subdivisions (CPSs) through a grant program. The funds allocated to each state are based on the proportion of qualified OCS revenues offshore the individual state to total qualified OCS revenues from all states. In order to receive funds, the states submit CIAP narratives detailing how the funds will be expended. Alabama, Alaska, California, Louisiana, Mississippi, and Texas are the only eligible states under EPAct. Counties, parishes, or equivalent units of government within those states lying all or in part within the coastal zone, as defined by section 304(1) of the Coastal Zone Management Act (CZMA) 1972, as amended, are the coastal political subdivisions eligible for CIAP funding, a total of 67 local jurisdictions.

To approve a plan, legislation requires that the Secretary of the Interior must be able to determine that the funds will be used in accordance with EPAct criteria and that projects will use the funds according to the EPAct. To confirm appropriate use of funds, MMS requires affirmation of grantees meeting Federal, state, and local laws and adequate project descriptions. To accomplish this, MMS is providing in its CIAP Environmental Assessment a suggested narrative format to be followed by each applicant for a CIAP grant. This narrative will assist MMS in its review of applications to determine that adequate and appropriate measures were taken to meet the laws that affect the proposed coastal projects. This narrative will be submitted electronically as part of the grant application. At that time, applicants will be obliged to fill out several OMB-approved standard forms as well. Most of the eligible states and CPSs, as experienced grant applicants, will be familiar with this narrative request.

This information collection request (ICR) addresses the narrative portion only of the MMS CIAP grant program.

*Frequency:* On occasion.

*Estimated Number and Description of Respondents:* Approximately 73 total respondents. This includes 6 states and 67 boroughs, parishes, etc.

*Estimated Reporting and Recordkeeping "Hour" Burden:* The estimated annual "hour" burden for this information collection is a total of 12,600 hours. In calculating the burdens, we assumed that respondents perform certain requirements in the normal course of their activities. We consider these to be usual and customary and took that into account in estimating the burden. There are approximately six states and 67 parishes, boroughs, counties, etc. Submissions are generally on an

occasion basis. The estimated annual "hour" burden for this information collection is a total of 12,600 hours. We expect each project narrative will take 42 hours to complete. We anticipate an average of 300 projects per year. Based on a cost factor of \$50 per hour, we estimate the total annual cost to industry is \$630,000 (42 hrs × 300 projects = 12,600 hrs × \$50 per hour = \$630,000).

*Estimated Reporting and Recordkeeping "Non-Hour Cost" Burden:* We have identified no paperwork "non-hour cost" burdens associated with the collection of information.

*Public Disclosure Statement:* The PRA (44 U.S.C. 3501, *et seq.*) provides that an agency may not conduct or sponsor a collection of information unless it displays a currently valid OMB control number. Until OMB approves a collection of information, you are not obligated to respond.

*Comments:* Section 3506(c)(2)(A) of the PRA (44 U.S.C. 3501, *et seq.*) requires each agency " \* \* \* to provide notice \* \* \* and otherwise consult with members of the public and affected agencies concerning each proposed collection of information \* \* \* ". Agencies must specifically solicit comments to: (a) Evaluate whether the proposed collection of information is necessary for the agency to perform its duties, including whether the information is useful; (b) evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information; (c) enhance the quality, usefulness, and clarity of the information to be collected; and (d) minimize the burden on the respondents, including the use of automated collection techniques or other forms of information technology.

To comply with the public consultation process according to section 3506(c)(2)(A) of the PRA (44 U.S.C. 3501, *et seq.*), we published a **Federal Register** notice (71 FR 29666, May 23, 2006) outlining the collection of information and announcing that we would submit this ICR to OMB for approval. The notice provided the required 60-day comment period. We have received no comments in response to this effort.

If you wish to comment in response to this notice, you may send your comments to the offices listed under the **ADDRESSES** section of this notice. OMB has up to 60 days to approve or disapprove the information collection but may respond after 30 days.

Therefore, to ensure maximum consideration, OMB should receive

public comments by November 20, 2006.

*Public Comment Procedures:* MMS's practice is to make comments, including names and addresses of respondents, available for public review. If you wish your name and/or address to be withheld, you must state this prominently at the beginning of your comment. MMS will honor the request to the extent allowable by the law; however, anonymous comments will not be considered. There may be circumstances in which we would withhold from the record a respondent's identity, as allowable by the law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. In addition, you must present a rationale for withholding this information. This rationale must demonstrate that disclosure "would constitute an unwarranted invasion of privacy." Unsupported assertions will not meet this burden. In the absence of exceptional, documentable circumstances, this information will be released. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

*MMS Information Collection Clearance Officer:* Arlene Bajusz (202) 208-7744.

Dated: August 2, 2006.

**E.P. Danenberger,**  
Chief, Office of Offshore Regulatory Programs.  
[FR Doc. E6-17514 Filed 10-18-06; 8:45 am]  
**BILLING CODE 4310-MR-P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Reclamation

#### Upper Truckee River and Marsh Restoration Project, El Dorado County, CA

**AGENCY:** Bureau of Reclamation, Interior.

**ACTION:** Notice of intent to prepare an environmental impact statement/ environmental impact statement/ environmental impact report (EIS/EIS/ EIR) and notice of scoping meetings.

**SUMMARY:** Pursuant to section 102(2)(c) of the National Environmental Policy Act (NEPA), the Tahoe Regional Planning Agency (TRPA) Compact and Chapter 5 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA), the Department of the Interior, Bureau of

Reclamation (Reclamation), the TRPA, and the California Tahoe Conservancy (Conservancy), intend to prepare a joint EIS/EIS/EIR. The EIS/EIS/EIR would evaluate a joint Reclamation and TRPA restoration project along the reach of the Upper Truckee River that extends from U.S. Highway 50 north to Lake Tahoe and its adjacent wetland. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

Two public scoping meetings will be held to solicit comments from interested parties to assist in determining the scope of the environmental analysis, including the alternatives to be addressed, and to identify the significant environmental issues related to the proposed action.

**DATES:** The public scoping meeting dates are:

- Tuesday, October 24, 2006, 12 to 2 p.m., South Lake Tahoe, California.
- Tuesday, October 24, 2006, 6 to 8 p.m., South Lake Tahoe, California.

In addition, the proposed project will be an agenda item at a TRPA Governing Board Meeting on Wednesday, October 25, 2006 in Stateline, Nevada (see agenda item at <http://www.trpa.org/default.aspx?tabid=258>).

All comments are requested to be received by October 31, 2006.

**ADDRESSES:** Scoping meetings will be held at the Inn By The Lake, Sierra Nevada Room, 3300 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150.

The TRPA meeting will be held at the TRPA Governing Board Rooms, 128 Market Street, Stateline, NV 89449.

Written comments on the scope of the environmental document, alternatives, and impacts to be considered should be sent to Ms. Jacqui Grandfield, Natural Resources Program Manager, California Tahoe Conservancy, 1061 Third Street, South Lake Tahoe, CA 96150.

If you would like to be included on the EIS/EIS/EIR mailing list, please contact Ms. Grandfield by e-mail at [upper\\_truckee\\_marsh.tahoicons.ca.gov](mailto:upper_truckee_marsh.tahoicons.ca.gov).

**FOR FURTHER INFORMATION CONTACT:** Ms. Myrnie Mayville, Environmental Specialist, Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Way, Room E-2606, Sacramento, CA, 95825-1898, (916) 978-5037, [mmayville@mp.usbr.gov](mailto:mmayville@mp.usbr.gov); Ms. Jacqui Grandfield at the above address or (530) 542-5580, [upper\\_truckee\\_marsh@tahoicons.ca.gov](mailto:upper_truckee_marsh@tahoicons.ca.gov) or Mr. Mike Elam, Associate Environmental Planner, Tahoe Regional Planning Agency, P.O. Box 5310, Stateline, NV, 89448 or (775) 588-4547 ext. 308, [MElam@trpa.org](mailto:MElam@trpa.org).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Upper Truckee River has been substantially altered by land practices during the past 150 years. Throughout its watershed, the river has experienced ecosystem degradation typical of what has occurred elsewhere in the Basin. The river has been modified from its original conditions by human activities, such as logging; livestock grazing; roads; golf courses; an airport; and residential, commercial and industrial developments. These conditions have resulted in increased sediment and nutrient loads discharging into Lake Tahoe from the river, which contribute to the declining clarity of the lake. Human influences have also resulted in reduced habitat quality for plant, wildlife, and fish species in the watershed. Restoration of natural processes and ecological functions of the river is an important part of the response to the decline in lake clarity.

Restoration planning for the marsh began in the early 1990s with studies conducted by the University of California. In 1995, the Conservancy commissioned a restoration planning and design study, which identified a tentatively preferred river restoration concept 2 years later. However, it was determined that river restoration required use of the entire Upper Truckee Marsh and, at that time the east side of the marsh was not owned by the Conservancy; therefore, this tentatively selected concept could not be pursued. In 1998, the Conservancy began planning and design of an initial phase of wetland restoration on a 23-acre portion of a study area located on the east side of the Upper Truckee River near Lake Tahoe. This is an area, called the Lower West Side Wetland Restoration Project (LWS), where the marsh had been previously filled during the construction of the adjacent Tahoe Keys. After careful investigations, planning, and design; extensive environmental review; and community outreach, the Conservancy approved

restoration of 12 acres of wetland through fill removal as the LWS Project in 2001. Construction commenced in the summer of 2001 and was completed in the summer of 2003. In 2000, the Conservancy purchased 311 acres of land in the center of the marsh from a private party, bringing nearly the entire Truckee Marsh into public ownership. Currently, the majority of the study area is owned by the Conservancy, including the marsh and meadows surrounding the lower reach of Trout Creek.

Restoration concepts encompassing the whole marsh and the lower reach of the river could be developed after the acquisition. As part of this process, the Conservancy has also conducted public access and recreation use management planning for the river, marsh, and beach.

Initially, the Conservancy defined project objectives and desired outcomes to direct the restoration planning process. A comprehensive evaluation and documentation of the existing natural processes and functions in the study area were conducted to begin the alternatives planning process. This evaluation enabled the identification of potential restoration opportunities and constraints. Armed with detailed information about the river and marsh processes and ecological functions, the Conservancy hosted a design charrette (*i.e.*, interactive workshop) for agencies and other stakeholders to identify the spectrum of potentially feasible restoration ideas to be considered in the development of concept plan alternatives. Four alternative concept plans, all developed to be potentially feasible, were formulated to represent a reasonable range of restoration approaches. The four concepts generated by this extensive process are four action alternatives being evaluated in the EIS/EIS/EIR. A preferred alternative will be identified after public review of the alternatives and public comments are received on the Draft EIS/EIS/EIR.

To date, key stages of the Upper Truckee River and Wetland Restoration project have included the following:

- Evaluating existing natural processes and functions of the Upper Truckee River and marsh in 2000 and 2001.
- Establishing project objectives and desired outcomes in 2002, and updating them in 2005.
- Defining restoration opportunities and constraints in 2002 and 2003.
- Conducting a restoration design charrette in 2003 to receive input from stakeholders on project priorities, concerns and constraints, and design ideas.

- Conducting hydraulic modeling studies to support the development and evaluation of project alternatives.

- Initial development and comparative evaluation of four conceptual restoration alternatives in 2004 and 2005.

- Regulatory agency review of alternative concepts for key issues and regulatory requirements in 2005.

- Further refinement and evaluation of the alternatives, and preparation of a Concept Plan Report (July 2006).

### Project Objectives

The following objectives were developed for the proposed action:

- Objective 1. Restore natural and self-sustaining river and floodplain processes and functions.
- Objective 2. Protect, enhance, and restore naturally functioning habitats.
- Objective 3. Restore and enhance fish and wildlife habitat quality.
- Objective 4. Improve water quality through enhancement of natural physical and biological processes.
- Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations.
- Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach.
- Objective 7. Avoid increasing flood hazard on adjacent private property.
- Objective 8. Design with sensitivity to the site's history and cultural heritage.
- Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits.
- Objective 10. Implement a public health and safety program, including mosquito monitoring and control.

The following alternatives will be considered at an equal level of detail in the EIS/EIS/EIR:

- Alternative 1, Channel Aggradation and Narrowing (Maximum Recreation Infrastructure);
- Alternative 2, New Channel—West Meadow (Minimum Recreation Infrastructure);
- Alternative 3, Middle Marsh Corridor (Moderate Recreation Infrastructure);
- Alternative 4, Inset Floodplain (Moderate Recreation Infrastructure); and
- Alternative 5, No Project/No Action.

Alternative 1 would include raising and reconfiguring a portion of the main channel, reconfiguring two sections of split channel, reducing the capacity of the river mouth, changing the hydrologic connectivity of the sailing lagoon, constructing a river corridor

barrier to reduce wildlife disturbance, restoring sand dunes at Cove East, re-routing an existing recreational trail, and developing several new recreational components (i.e., full- and self-service visitor centers, pedestrian and bicycle trails, boardwalks, viewing platforms), an interpretive program, and signage.

Alternative 2 would include excavation of a new channel and fill of a portion of the existing channel, constructing a new river mouth, changing the hydrologic connectivity of the sailing lagoon, constructing a river corridor barrier to reduce wildlife disturbance, and restoring sand dunes at Cove East, re-routing an existing recreational trail, constructing observation platforms, and developing an interpretive program and signage.

Alternative 3 would include excavation of a new channel and fill of a portion of the existing channel, reducing the capacity of the river mouth, changing the hydrologic connectivity of the sailing lagoon, re-routing an existing recreational trail, developing several new recreational components (i.e., self-service visitor center, pedestrian and bicycle trails, boardwalks, viewing platforms), and an interpretive program and signage.

Alternative 4 would include excavation of portions of the meadow surface along the corridor of the existing channel to create an inset floodplain, reducing the capacity of the river mouth, constructing a river corridor barrier to reduce wildlife disturbance, (i.e., self-service visitor center, pedestrian and bicycle trails, boardwalks, viewing platforms), and an interpretive program and signage.

Under Alternative 5, existing conditions on the project site would be projected into the future.

Potential Federal involvement may include the approval of the proposed action and partial funding of the river restoration component of the proposed action. The EIS will be combined with an EIR prepared by the Conservancy pursuant to the CEQA and an EIS prepared by the TRPA pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances.

### Additional Information

The environmental review will be conducted pursuant to NEPA, CEQA, TRPA's Compact and Chapter 5 of the TRPA Code of Ordinances, the Federal and State Endangered Species Acts, and other applicable laws, to analyze the potential environmental impacts of implementing a range of feasible alternatives. Public input on the range of alternatives proposed for detailed

consideration will be sought through the public scoping process.

The EIS/EIS/EIR will assess potential impacts to any Indian Trust Assets or environmental justice issues. There are no known Indian Trust Assets or environmental justice issues associated with the proposed action. Input about concerns or issues related to Indian Trust Assets are requested from potentially affected federally recognized Indian Tribes and individual Indians.

Our practice is to make comments, including names, home addresses, home phone numbers, and e-mail addresses of respondents, available for public review. Individual respondents may request that we withhold their names and/or home addresses, etc., but if you wish us to consider withholding this information you must state this prominently at the beginning of your comments. In addition, you must present a rationale for withholding this information. This rationale must demonstrate that disclosure would constitute a clearly unwarranted invasion of privacy. Unsupported assertions will not meet this burden. In the absence of exceptional, documentable circumstances, this information will be released. We will always make submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

**Robert Eckart,**

*Acting Regional Environmental Officer, Mid-Pacific Region.*

[FR Doc. E6-17427 Filed 10-18-06; 8:45 am]

**BILLING CODE 4310-MN-P**

### INTERNATIONAL TRADE COMMISSION

[Inv. No. 337-TA-585]

#### In the Matter of Certain Engines, Components Thereof, and Products Containing the Same; Notice of Investigation

**AGENCY:** U.S. International Trade Commission.

**ACTION:** Institution of investigation pursuant to 19 U.S.C. 1337.

**SUMMARY:** Notice is hereby given that a complaint was filed with the U.S. International Trade Commission on September 19, 2006, under section 337 of the Tariff Act of 1930, as amended, 19 U.S.C. 1337, on behalf of American Honda Motor Company, Incorporated of Torrance, California. A supplement to the complaint was filed on October 10,



## **APPENDIX B**

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Scoping Report





Scoping Summary Report for the  
Upper Truckee River and Marsh Restoration Project  
Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement

Prepared for:  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Contact: Adam Lewandowski  
(530) 543-6054

and

Bureau of Reclamation  
2800 Cottage Way, MP-152  
Sacramento, CA 95825-1898  
Contact: Myrnie Mayville  
(916) 978-5037

and

Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89448  
Contact: Mike Elam  
(775) 588-4547

Prepared by:  
AECOM  
870 Emerald Bay Road, Suite 400

Contact: John Hunter  
(916) 414-5800

December 2010



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# 1.0 Project Summary

The California Tahoe Conservancy (Conservancy), U.S. Bureau of Reclamation (Reclamation), and Tahoe Regional Planning Agency (TRPA) are pursuing a proposed restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland (Appendix Section B, Exhibits 1 and 2). The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin (EIP Project # 560). EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

## Purpose and Need

The need for the project originates from the environmental degradation that the Upper Truckee River has historically experienced as a result of human alterations to the river and watershed. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the restoration area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

## Project Objectives

The following basic objectives of the project were developed for the proposed action to meet the purpose and need:

- ▶ Objective 1: Restore natural and self-sustaining river and floodplain processes and functions.
- ▶ Objective 2: Protect, enhance, and restore naturally functioning habitats.
- ▶ Objective 3: Restore and enhance fish and wildlife habitat quality.
- ▶ Objective 4: Improve water quality through enhancement of natural physical and biological processes.
- ▶ Objective 5: Protect and, where feasible, expand Tahoe yellow cress populations.

## **1.0 Project Summary**

- ▶ Objective 6: Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach.
- ▶ Objective 7: Avoid increasing flood hazards on adjacent private property.
- ▶ Objective 8: Design with sensitivity to the site's historical and cultural heritage.
- ▶ Objective 9: Design the wetland/urban interface to help provide habitat value and water quality benefits.
- ▶ Objective 10: Implement a public health and safety program, including mosquito monitoring and control.

## 2.0 Summary of Alternatives

An extensive evaluation and restoration planning process has been conducted to identify potentially feasible approaches for restoration of the river and marsh. As a result of that process, the following five alternatives, including four action alternatives and a No-Project/No-Action Alternative, will be evaluated in the project's environmental document. The five alternatives are being evaluated in a joint Environment Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) that complies with the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and Tahoe Regional Planning Agency (TRPA) ordinances. The alternatives are described and illustrated in the Notice of Preparation (NOP) of the environmental document (see Appendix Section B). The five alternatives are described below.

- ▶ Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)
- ▶ Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)
- ▶ Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
- ▶ Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)
- ▶ Alternative 5. No Project/No Action

These alternatives are named for their approach to restoration of the Upper Truckee River, and the associated level of recreation infrastructure. None of the alternatives are designated as preferred at this time; rather, the lead agencies will identify a preferred alternative after taking into consideration public comment on this joint draft environmental impact report, environmental impact statement, and environmental impact statement (DEIR/DEIS/DEIS). The preferred alternative may be one of the five alternatives or a different combination of components from these concept plans, but within the general scope of the range of alternatives. Thus, at this stage of project planning, there is no necessary connection between the recreation and public access approaches included in a particular alternative and the river restoration strategy of that alternative.

In the EIR/EIS/EIS, each alternative will be evaluated at an equal level of detail. (Please refer to the NOP in Appendix Section B for further information about the alternatives.)





## 3.0 Scoping Process

### 3.1 General Description and Purpose of Scoping

Scoping is an initial and critically important component of the environmental review process. Scoping is intended to assist in identifying the final range of actions, alternatives, environmental resources, environmental issues, and mitigation measures that will be analyzed in an environmental document. The scoping process helps focus the environmental analysis on critical issues and eliminate from detailed study those issues that are not critical to the decision at hand.

Scoping is conducted as part of compliance with CEQA, NEPA, and TRPA Code of Ordinances. Scoping can be conducted in various forms and may involve numerous participants, but generally involves the solicitation of input from the public and interested agencies to determine the scope, focus, and contents of an environmental document.

#### 3.1.1 CEQA Requirements

Scoping is a less formalized process under CEQA than under NEPA, but is encouraged in the statute and State CEQA Guidelines. Scoping is recognized as a means to help identify the range of actions, alternatives, environmental effects, methods of assessment, and mitigation measures to be analyzed in depth in an EIR, and eliminates from detailed study those issues that are found not to be significant. Scoping is also an effective way to bring together and resolve the concerns of interested federal, state, and local agencies; the proponent of the action; and other interested persons, including project opponents.

Tools used to determine the scope of an EIR include early public and inter-agency consultation, the NOP of an EIR, and scoping meetings with agencies and the public. Of these tools, only the NOP is a mandatory requirement under CEQA for the preparation of an EIR. Issuance of the NOP, similar to the Notice of Intent (NOI) under NEPA, serves as the trigger for soliciting comments on the proposed project. Scoping typically ends at the conclusion of a specified public comment period, which is 30 days long for the CEQA process, although public involvement continues throughout the project review and approval effort.

A scoping meeting is required if a project qualifies as being of statewide, regional, or areawide significance, in compliance with Section 21083.9 of the statute. The Upper Truckee River and Marsh Restoration Project qualifies for this requirement. Notice of this scoping meeting is required to include specified recipients, including responsible agencies, trustee agencies, and members of the public who have requested notification. General public notice of a scoping meeting is discretionary under CEQA; however, many lead agencies do conduct

### **3.0 Scoping Process**

public scoping meetings to obtain input about the scope and content of an EIR, when they conduct the scoping meeting required by Section 21083.9 of CEQA. The scoping meetings held for this project complied with these CEQA requirements.

#### **3.1.2 NEPA Requirements**

NEPA requires a formal scoping process for the preparation of an EIS. Under NEPA, scoping is the process by which a lead agency for EIS preparation solicits input on the nature and extent of issues and impacts to be addressed in the EIS and the methods by which they will be evaluated. NEPA specifically requires the lead agency to consult with federal agencies having jurisdiction by law and/or special expertise on the proposed action and/or alternatives and to solicit information from the public during EIS preparation.

Section 1501.7 of the Council on Environmental Quality's NEPA regulations require the lead agency's scoping process to:

- ▶ invite affected federal, state, and local agencies, Indian tribes, project proponents, and other interested persons to participate in the EIS process;
- ▶ determine the potential significant environmental issues to be analyzed in depth in the EIS;
- ▶ identify and eliminate issues determined to be insignificant or addressed in other documents;
- ▶ allocate assignments among the lead agency and any cooperating agencies regarding preparation of the EIS, including impact analysis and identification of mitigation measures;
- ▶ identify related environmental documents being prepared
- ▶ identify other environmental review and consultation requirements; and
- ▶ indicate the timing of the preparation of the environmental document and the lead agency's tentative planning and decision-making schedule.

Scoping should occur as early as possible after the lead agency decides to prepare an EIS. The NEPA lead agency is required to publish a NOI in the Federal Register announcing its intent to prepare an EIS. Although not specifically required by NEPA, the lead agency may also hold scoping meetings. Scoping must occur after the NOI is issued, but may occur earlier, as long as appropriate public notice is provided and enough project information is available to allow the public and relevant agencies to participate effectively.

While publication of the NOI serves as the trigger for starting the scoping process, there is no equivalent activity to mark its conclusion until public release of the Draft EIS. To encourage submission of comments and information early in the environmental review process, NEPA lead agency often identifies a date by which

scoping comments should be received. For the Upper Truckee River and Marsh Restoration Project, the NOI identified October 31, 2006 as the date by which scoping comments were requested to be received. The scoping period was later extended to April 30, 2007 (see Appendix Section B). Often, the NEPA lead agency prepares a scoping report to summarize the issues raised during the scoping process and to publicize any decisions that have been made during the scoping process. This report can serve as closure to the scoping process and an assurance that the NEPA lead agency will consider comments received during that process.

### **3.1.3 TRPA Requirements**

TRPA is required to consult with and obtain the comments of any Federal, State or local agency that has jurisdiction by law or special expertise with respect to environmental impacts associated with the project. While TRPA rules and ordinances do not require the release of an NOP or mandate conducting formal public scoping meetings, TRPA typically releases an NOP early in the environmental review process and holds scoping meetings before the Advisory Planning Commission (APC) and Governing Board (GB) to provide opportunity for APC and GB members, agencies, and member of the public to provide input on the project.

## **3.2 Public Outreach Efforts for the Upper Truckee River and Marsh Restoration Project**

Several outreach efforts have been undertaken to inform stakeholders about the Upper Truckee River and Marsh Restoration Project, including public meetings during early study phases and development of the project alternatives, as well as the scoping process. The environmental document scoping process supplements this early public input process. The public comment time period of the scoping process has been from the release of the initial scoping-related public notice (NOP release on October 5, 2006) to the conclusion of the last scoping public comment period on April 30, 2007. The outreach efforts made to encourage public and agency input during this scoping period are described below.

### **3.2.1 Informational Notices**

#### ***Notice of Intent***

Reclamation published the NOI in the Federal Register on October 19, 2006. The NOI provides a summary of the proposed project and project background, describes the proposed alternatives, presents information on the scoping meetings, provides Conservancy, Reclamation, and TRPA contacts. Information about how to obtain copies of the NOI was made available to scoping meeting attendees, and an electronic version of the document was posted on the project website (see below). The NOI, as published in the Federal Register, is included as Appendix Section A.

### **3.0 Scoping Process**

#### ***Notice of Preparation***

The Conservancy and TRPA filed the NOP with the California and Nevada State Clearinghouses and released it publicly on October 4, 2006. The NOP identified November 2, 2006 as the closing date for submitting scoping comments. A continuation was filed on March 13, 2007, to extend the closing date for scoping comments to April 30, 2007. The NOP provides notice of the scoping meetings, presents an overview of the proposed project and alternatives, statement of the purpose of and need and objectives for the project, summarizes the proposed alternatives, lists the issues anticipated to be addressed in the EIR/EIS/EIS, and provides contact information. In addition to State Clearinghouse distribution to potentially interested state agencies in both California and Nevada, copies of the NOP were mailed to property owners (within 300 feet of the study area boundaries) and other parties known to have an interest in the restoration project. The NOP is included in Appendix Section B.

#### ***Upper Truckee Update***

The Conservancy has distributed three editions of a newsletter for the project, *The Upper Truckee Update*. To-date, project newsletters have included information about the project's history and background, project objectives, and the proposed alternatives and an overview of the alternatives development process. The newsletters also described the environmental review process, solicited for public input and noticed the two public scoping meetings that were held in the afternoon and evening of October 24, 2006.

The first and second editions were mailed to property owners near the study area, agencies, organizations and the general public in October 2002 and October 2006, respectively. The second edition was also made available at the public scoping meetings, the Conservancy office's front desk, and Upper Truckee Marsh public access points. The third edition has been made available at the Conservancy's front desk and Upper Truckee Marsh public access points. All newsletters are available on the project website (see below) and are included in Appendix Section C.

#### ***Newspaper Advertisement***

The Conservancy placed a newspaper advertisement in the *Tahoe Daily Tribune*, the primary newspaper in the area of the restoration project on October 20, 2006. The advertisement announced the lead agencies' intention to prepare an EIR/EIS/EIS, the places and times of the scoping meetings and the TRPA GB Meeting, Conservancy and TRPA contact information, and the availability of information on the Upper Truckee River and Marsh Restoration website. Appendix Section D contains a copy of this notice.

#### ***Website***

During the scoping process, the Conservancy maintained a project website for the Upper Truckee River and Marsh Restoration Project (which was at <http://www.uppertruckeemarsh.com>) that contained project history and background, information about the study area, project objectives, alternatives descriptions, project schedule, contact information, and an electronic submittal

form for the public to request being added to the project's mailing list. Scoping meeting information was posted on the website on October 4, 2006, the day on which the NOP was published.

### 3.2.2 Scoping Meetings

Two public scoping meetings were held in the afternoon and evening of October 24, 2006 to provide opportunities for interested parties to learn about the proposed project and alternatives and to provide input regarding the alternatives and scope of the environmental document. The project was also presented as an information item to TRPA's APC and GB at the October 11 and October 25, 2006 meetings. In addition to receiving comments from APC and GB members, the public was also asked to provide input on the project at these two meetings.

During the October 24 public scoping meetings, comment cards<sup>1</sup> were made available to participants, and maps describing the alternatives were displayed and discussed. Each meeting included a presentation describing the project background and objectives, the proposed alternatives, the environmental review process and tentative schedule, the project website URL, and public participation opportunities. Scoping and TRPA meeting locations, dates, and times were as follows in Table 3-1.

<b>Table 3-1</b> <b>Location, Date, and Time of Public Meetings</b>			
Place	Address	Date	Time
North Tahoe Conference Center, TRPA Advisory Planning Commission (APC) Meeting	8318 North Tahoe Boulevard, Kings Beach, CA 96143	Wednesday, October 11, 2006	Beginning at 9:30 a.m.
Inn By The Lake, Public Scoping Meeting	3300 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150	Tuesday, October 24, 2006	12:00 p.m. to 2:00 p.m.
Inn By The Lake, Public Scoping Meeting	3300 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150	Tuesday, October 24, 2006	6:00 p.m. to 8:00 p.m.
TRPA, Governing Board (GB) Meeting	128 Market Street, Stateline, NV 89449	Wednesday, October 25, 2006	Beginning at 9:30 a.m.

A copy of the presentation from the October 24, 2006 scoping meetings is included in Appendix Section E.

### 3.2.3 Scoping Report

This scoping report was created to outline the process and outcome of the scoping meetings and other activities. Specifically, this report includes an overview of

<sup>1</sup> Comment cards were intended to be used to submit written comments at the meetings. They were also pre-addressed for submittal via U.S. mail.

### **3.0 Scoping Process**

scoping requirements; a list of documents/products generated for project outreach; a summary of comments made during the scoping process, both written and verbal; and an appendix that includes hard copies of all written comments, summaries of the scoping meetings, and other project-related print materials used to inform interested parties about the alternatives proposed for this project and the EIR/EIS/EIS.

## 4.0 Scoping Comments

### 4.1 Introduction

Written comments were received, as well as comments presented orally at the scoping meetings. Notes were taken during the scoping meetings to record questions and answers and the attendees' comments. Appendix Section F contains a summary of oral comments, and questions and answers from the TRPA APC and GB meetings held in October 2006. Appendix Section G includes meeting attendee sign-in sheets, and provides a summary of oral comments, and questions and answers from the October 24, 2006 public scoping meetings. Written comments received are presented in Appendix Section H. All comments, both written and oral, that are relevant to the contents of the EIR/EIS/EIS and the environmental review process are summarized in Table 4-1, "Environmental Issues Raised During Scoping."

#### 4.0 Scoping Comments

<b>Table 4-1 Upper Truckee River and Marsh Restoration Project EIR/EIS/EIS: Environmental Issues Raised During Scoping Period</b>	
Environmental Issue	EIR/EIS/EIS Section(s) Addressing Comment <sup>1</sup>
<b>General Comments</b>	
High water flows and erosion along Trout Creek were observed. What are the plans for restoration of Trout Creek?	Chapter 2 Project Alternatives
How does the upstream condition of the river affect the project site?	Chapter 1 Introduction and Statement of Purpose and Need, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Describe how the project will affect the meadow south of the U.S. 50 bridge?	Biological Resources, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Does the U.S. 50 bridge cause problems upstream?	Chapter 1 Introduction and Statement of Purpose and Need, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
How far upstream is the river incised?	Chapter 1 Introduction and Statement of Purpose and Need, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Describe management policy in regards to dogs allowed in the marsh area.	Chapter 2 Project Alternatives, 3.13 Recreation
Address potential fire hazards associated with changes in vegetation and fire management.	3.7 Human Health/Risk of Upset
How and when was the public given notice about the project? Was sufficient notice given? How is this evaluated?	Scoping Report
Describe how Pope Marsh relates to the Upper Truckee meadow/marsh.	Chapter 1 Introduction and Statement of Purpose and Need, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
The environmental document should include information regarding construction methodologies, special equipment, temporary best management practices, design considerations, dewatering concerns, and other details to demonstrate that the project can be constructed without discharging sediment or other pollutants to the Upper Truckee River.	Chapter 2 Project Alternatives, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Consider delaying implementation of recreational improvements until their impact can be determined.	Chapter 2 Project Alternatives, 3.13 Recreation
<b>Alternatives</b>	
Filling in the old channel and building a new channel of the appropriate size and design was suggested.	Chapter 2 Project Alternatives
Describe how/if the alternatives were informed by consideration of upstream disturbance?	Chapter 2 Project Alternatives
Lahontan Regional Water Quality Control Board (LRWQCB) encourages potential for building an alternative into this project that would help Pope Marsh.	Chapter 1 Introduction and Statement of Purpose and Need



**Table 4-1  
Upper Truckee River and Marsh Restoration Project EIR/EIS/EIS:  
Environmental Issues Raised During Scoping Period**

Environmental Issue	EIR/EIS/EIS Section(s) Addressing Comment <sup>1</sup>
Describe which alternatives raise the bed of the river.	Chapter 2 Project Alternatives
LRWQCB supports relocating corporation yard. The Conservancy is encouraged to work with TKPOA to find a new location for the corporation yard.	Chapter 2 Description of Alternatives
What is the sailing lagoon's function now? What kinds of changes does this project propose? What is its recent dredging history?	Chapter 2 Description of Alternatives, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality, 3.13 Recreation
<b>Biological Resources</b>	
Evaluate methods that could encourage wildlife habitat restoration.	3.4 Biological Resources: Vegetation and Wildlife
Protect the Tahoe Yellow Cress by a fence, but allow public viewing of the plant.	Chapter 2 Project Alternatives, 3.4 Biological Resources: Vegetation and Wildlife
LRWQB requests that the EIS analyze the amount of disturbance required to implement each alternative. Make sure the disturbance does not outweigh the gain.	Chapter 2 Project Alternatives; 3.6 Geology and Soils, Mineral Resources, and Land Capability and Coverage
Evaluate bald eagle thresholds as they relate to this project.	3.4 Biological Resources: Vegetation and Wildlife
<b>Flooding</b>	
Potential for flood hazard is an important issue for the City of South Lake Tahoe. Each of the alternatives should include the high water lines for flood analysis.	3.8 Hydrology and Flooding
Will filling the existing channel result in increased flooding in adjacent neighborhoods?	3.8 Hydrology and Flooding
If filling the existing channel would result in increased flooding in adjacent neighborhoods, consider set-back levees.	Chapter 2 Project Alternatives, 3.7 Human Health/Risk of Upset, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Is there something in the modeling that says the flooding will not get any worse? Examine the creek that comes into the river from the side, near Colorado Court, in evaluating the flooding hazard.	3.8 Hydrology and Flooding
<b>Hydrology, Geomorphology and Water Quality</b>	
Describe where the water from the incised channel upstream would break out of the channel for flooding the meadow.	Chapter 2 Project Alternatives, 3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Describe how the sinuosity of the river will change.	Chapter 2 Project Alternatives, 3.9 Geomorphology and Water Quality
Describe the property the Conservancy owns and whether the Conservancy would acquire new property in areas where the meadow would flood often.	Chapter 2 Project Alternatives

#### 4.0 Scoping Comments

<b>Table 4-1 Upper Truckee River and Marsh Restoration Project EIR/EIS/EIS: Environmental Issues Raised During Scoping Period</b>	
Environmental Issue	EIR/EIS/EIS Section(s) Addressing Comment <sup>1</sup>
Include a detailed analysis of potential short-term and construction-related water quality impacts and discuss mitigation measures to reduce potential impacts to less-than-significant levels.	3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
The environmental document should quantify and describe, in some detail, impacts/changes during construction. For instance, the document should include the project's impact on turbidity; a model of existing deposition, and an estimate of deposition change due to the project.	3.9 Geomorphology and Water Quality
Describe which alternative would have the most immediate and maximum affect on improving water quality. Describe and compare how each alternative would affect water quality. Will each alternative have the same impact?	3.9 Geomorphology and Water Quality
Consider inclusion of CONCEPT modeling when evaluating existing conditions and project impacts.	3.9 Geomorphology and Water Quality
Analyze total sediment and nutrient loads resulting from implementation of each alternative. Compare these loads to the existing total sediment and nutrient loads and to the total sediment and nutrient loads under the No Project Alternative.	3.9 Geomorphology and Water Quality
If possible, the environmental document should include a numeric estimate of pollutant loading (sediment, nitrogen, and phosphorus) from construction, and compare the short-term impacts with expected long-term load reductions.	3.9 Geomorphology and Water Quality
Will the channel gully widen? Where will this happen?	3.9 Geomorphology and Water Quality
Evaluate major hydraulic constrictions (i.e., highway bridges) to evaluate the potential for modification to allow more flood flows.	3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Discuss the potential for each alternative to improve water quality, including reducing total suspended sediment and nutrient concentrations.	3.9 Geomorphology and Water Quality
Analyze both the Upper Truckee River and Trout Creek within and above this project for channel incision.	3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Investigate the energy of flows up and down the river to assess the potential for upstream and downstream impacts.	3.8 Hydrology and Flooding, 3.9 Geomorphology and Water Quality
Describe the feasibility of reconnecting a water supply to Pope Marsh.	Chapter 1 Introduction and Statement of Purpose and Need, Chapter 2 Project Alternatives
<b>Noise</b>	
The environmental document needs to include a detailed noise analysis.	3.11 Noise

**Table 4-1  
Upper Truckee River and Marsh Restoration Project EIR/EIS/EIS:  
Environmental Issues Raised During Scoping Period**

Environmental Issue	EIR/EIS/EIS Section(s) Addressing Comment <sup>1</sup>
<b>Recreation/Public Access</b>	
Posting signs at the access points of the marsh property was suggested.	Chapter 2 Project Alternatives
Laying walkways in the meadow would increase recreation access to the detriment of the marsh ecosystem.	Chapter 2 Project Alternatives, 3.4 Biological Resources: Vegetation and Wildlife, 3.13 Recreation
Maintain natural conditions in the center and restrict public use to the edges.	Chapter 2 Project Alternatives, 3.13 Recreation
How will the recreation facilities and site maintenance be maintained? Who will be responsible?	Chapter 2 Project Alternatives, 3.12 Public Services
How will more frequent flooding of the meadow affect recreation? (Consider how accessible the meadow will be once it is flooding more frequently).	3.8 Hydrology and Flooding, 3.13 Recreation
City of South Lake Tahoe (SLT) Parks and Recreation Commission recommends that the Conservancy build a boardwalk between Cove East and Lily Street off of Lakeview Avenue. The Commission requests that this boardwalk allow for limited access to Barton Beach, but prevent access to the meadow.	Chapter 2 Project Alternatives
Increase the amount of raised trails proposed for the project site.	Chapter 2 Project Alternatives
Address the impacts associated with cross-county skiing.	3.13 Recreation
Include an educational component in the recreational improvements for the project.	Chapter 2 Project Alternatives
Willow and lodgepole Pine have already begun to reestablish on the project site since cattle grazing was eliminated. These trees (especially willow) are very dense in spots and could limit access to the site.	3.4 Biological Resources: Vegetation and Wildlife, 3.13 Recreation
Part of Trout Creek Meadow should be put aside for human and dog access.	Chapter 2 Project Alternatives, 3.13 Recreation
City of SLT requests that recreation be made available to people on both sides of the river.	Chapter 2 Project Alternatives, 3.13 Recreation
Keep recreational trails on the perimeter, and away from the channel and wetlands.	Chapter 2 Project Alternatives, 3.13 Recreation
<b>Traffic</b>	
The environmental document needs to provide a detailed analysis of traffic impacts, including existing and forecast traffic volumes and levels of service for all public streets and intersections that may be affected. The analysis should address construction/short-term traffic impacts and long-term impacts. The analysis should also address parking impacts.	3.16 Transportation, Parking, and Circulation

#### 4.0 Scoping Comments

<b>Table 4-1</b> <b>Upper Truckee River and Marsh Restoration Project EIR/EIS/EIS:</b> <b>Environmental Issues Raised During Scoping Period</b>	
Environmental Issue	EIR/EIS/EIS Section(s) Addressing Comment <sup>1</sup>
Identify potential impacts to bicycle, pedestrian and transit circulation.	3.16 Transportation, Parking, and Circulation; 3.13 Recreation
Address infrastructure and maintenance requirements.	3.16 Transportation, Parking, and Circulation
<b>Cumulative</b>	
Will the project have any direct or indirect impacts on future upstream restoration projects?	3.18 Cumulative Impacts
Will upstream projects have adverse impacts on this project?	3.18 Cumulative Impacts
Consider this project's impacts in the context of other restoration projects within the Upper Truckee River watershed.	3.18 Cumulative Impacts
Notes: <sup>1</sup> Sections identified are preliminary.	

# **APPENDIX OF PROJECT SCOPING DOCUMENTS**

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Section A Notice of Intent

Section B Notice of Preparation and Comment Period  
Continuation

Section C Upper Truckee Updates

Section D Newspaper Advertisement and Public Notice of  
Scoping Meetings

Section E Scoping Meeting Presentation

Section F Scoping Meeting Notes

Section G Copies of Written Comments



## **SECTION A**

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Notice of Intent





to eligible producing states and coastal political subdivisions (CPSs) through a grant program. The funds allocated to each state are based on the proportion of qualified OCS revenues offshore the individual state to total qualified OCS revenues from all states. In order to receive funds, the states submit CIAP narratives detailing how the funds will be expended. Alabama, Alaska, California, Louisiana, Mississippi, and Texas are the only eligible states under EPAct. Counties, parishes, or equivalent units of government within those states lying all or in part within the coastal zone, as defined by section 304(1) of the Coastal Zone Management Act (CZMA) 1972, as amended, are the coastal political subdivisions eligible for CIAP funding, a total of 67 local jurisdictions.

To approve a plan, legislation requires that the Secretary of the Interior must be able to determine that the funds will be used in accordance with EPAct criteria and that projects will use the funds according to the EPAct. To confirm appropriate use of funds, MMS requires affirmation of grantees meeting Federal, state, and local laws and adequate project descriptions. To accomplish this, MMS is providing in its CIAP Environmental Assessment a suggested narrative format to be followed by each applicant for a CIAP grant. This narrative will assist MMS in its review of applications to determine that adequate and appropriate measures were taken to meet the laws that affect the proposed coastal projects. This narrative will be submitted electronically as part of the grant application. At that time, applicants will be obliged to fill out several OMB-approved standard forms as well. Most of the eligible states and CPSs, as experienced grant applicants, will be familiar with this narrative request.

This information collection request (ICR) addresses the narrative portion only of the MMS CIAP grant program.

*Frequency:* On occasion.

*Estimated Number and Description of Respondents:* Approximately 73 total respondents. This includes 6 states and 67 boroughs, parishes, etc.

*Estimated Reporting and Recordkeeping "Hour" Burden:* The estimated annual "hour" burden for this information collection is a total of 12,600 hours. In calculating the burdens, we assumed that respondents perform certain requirements in the normal course of their activities. We consider these to be usual and customary and took that into account in estimating the burden. There are approximately six states and 67 parishes, boroughs, counties, etc. Submissions are generally on an

occasion basis. The estimated annual "hour" burden for this information collection is a total of 12,600 hours. We expect each project narrative will take 42 hours to complete. We anticipate an average of 300 projects per year. Based on a cost factor of \$50 per hour, we estimate the total annual cost to industry is \$630,000 (42 hrs × 300 projects = 12,600 hrs × \$50 per hour = \$630,000).

*Estimated Reporting and Recordkeeping "Non-Hour Cost" Burden:* We have identified no paperwork "non-hour cost" burdens associated with the collection of information.

*Public Disclosure Statement:* The PRA (44 U.S.C. 3501, *et seq.*) provides that an agency may not conduct or sponsor a collection of information unless it displays a currently valid OMB control number. Until OMB approves a collection of information, you are not obligated to respond.

*Comments:* Section 3506(c)(2)(A) of the PRA (44 U.S.C. 3501, *et seq.*) requires each agency " \* \* \* to provide notice \* \* \* and otherwise consult with members of the public and affected agencies concerning each proposed collection of information \* \* \* ". Agencies must specifically solicit comments to: (a) Evaluate whether the proposed collection of information is necessary for the agency to perform its duties, including whether the information is useful; (b) evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information; (c) enhance the quality, usefulness, and clarity of the information to be collected; and (d) minimize the burden on the respondents, including the use of automated collection techniques or other forms of information technology.

To comply with the public consultation process according to section 3506(c)(2)(A) of the PRA (44 U.S.C. 3501, *et seq.*), we published a **Federal Register** notice (71 FR 29666, May 23, 2006) outlining the collection of information and announcing that we would submit this ICR to OMB for approval. The notice provided the required 60-day comment period. We have received no comments in response to this effort.

If you wish to comment in response to this notice, you may send your comments to the offices listed under the **ADDRESSES** section of this notice. OMB has up to 60 days to approve or disapprove the information collection but may respond after 30 days.

Therefore, to ensure maximum consideration, OMB should receive

public comments by November 20, 2006.

*Public Comment Procedures:* MMS's practice is to make comments, including names and addresses of respondents, available for public review. If you wish your name and/or address to be withheld, you must state this prominently at the beginning of your comment. MMS will honor the request to the extent allowable by the law; however, anonymous comments will not be considered. There may be circumstances in which we would withhold from the record a respondent's identity, as allowable by the law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. In addition, you must present a rationale for withholding this information. This rationale must demonstrate that disclosure "would constitute an unwarranted invasion of privacy." Unsupported assertions will not meet this burden. In the absence of exceptional, documentable circumstances, this information will be released. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

*MMS Information Collection Clearance Officer:* Arlene Bajusz (202) 208-7744.

Dated: August 2, 2006.

**E.P. Danenberger**,  
Chief, Office of Offshore Regulatory Programs.  
[FR Doc. E6-17514 Filed 10-18-06; 8:45 am]  
**BILLING CODE 4310-MR-P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Reclamation

#### Upper Truckee River and Marsh Restoration Project, El Dorado County, CA

**AGENCY:** Bureau of Reclamation, Interior.

**ACTION:** Notice of intent to prepare an environmental impact statement/ environmental impact statement/ environmental impact report (EIS/EIS/ EIR) and notice of scoping meetings.

**SUMMARY:** Pursuant to section 102(2)(c) of the National Environmental Policy Act (NEPA), the Tahoe Regional Planning Agency (TRPA) Compact and Chapter 5 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA), the Department of the Interior, Bureau of

Reclamation (Reclamation), the TRPA, and the California Tahoe Conservancy (Conservancy), intend to prepare a joint EIS/EIS/EIR. The EIS/EIS/EIR would evaluate a joint Reclamation and TRPA restoration project along the reach of the Upper Truckee River that extends from U.S. Highway 50 north to Lake Tahoe and its adjacent wetland. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

Two public scoping meetings will be held to solicit comments from interested parties to assist in determining the scope of the environmental analysis, including the alternatives to be addressed, and to identify the significant environmental issues related to the proposed action.

**DATES:** The public scoping meeting dates are:

- Tuesday, October 24, 2006, 12 to 2 p.m., South Lake Tahoe, California.
- Tuesday, October 24, 2006, 6 to 8 p.m., South Lake Tahoe, California.

In addition, the proposed project will be an agenda item at a TRPA Governing Board Meeting on Wednesday, October 25, 2006 in Stateline, Nevada (see agenda item at <http://www.trpa.org/default.aspx?tabid=258>).

All comments are requested to be received by October 31, 2006.

**ADDRESSES:** Scoping meetings will be held at the Inn By The Lake, Sierra Nevada Room, 3300 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150.

The TRPA meeting will be held at the TRPA Governing Board Rooms, 128 Market Street, Stateline, NV 89449.

Written comments on the scope of the environmental document, alternatives, and impacts to be considered should be sent to Ms. Jacqui Grandfield, Natural Resources Program Manager, California Tahoe Conservancy, 1061 Third Street, South Lake Tahoe, CA 96150.

If you would like to be included on the EIS/EIS/EIR mailing list, please contact Ms. Grandfield by e-mail at [upper\\_truckee\\_marsh.tahoicons.ca.gov](mailto:upper_truckee_marsh.tahoicons.ca.gov).

**FOR FURTHER INFORMATION CONTACT:** Ms. Myrnie Mayville, Environmental Specialist, Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Way, Room E-2606, Sacramento, CA, 95825-1898, (916) 978-5037, [mmayville@mp.usbr.gov](mailto:mmayville@mp.usbr.gov); Ms. Jacqui Grandfield at the above address or (530) 542-5580, [upper\\_truckee\\_marsh@tahoicons.ca.gov](mailto:upper_truckee_marsh@tahoicons.ca.gov) or Mr. Mike Elam, Associate Environmental Planner, Tahoe Regional Planning Agency, P.O. Box 5310, Stateline, NV, 89448 or (775) 588-4547 ext. 308, [MElam@trpa.org](mailto:MElam@trpa.org).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Upper Truckee River has been substantially altered by land practices during the past 150 years. Throughout its watershed, the river has experienced ecosystem degradation typical of what has occurred elsewhere in the Basin. The river has been modified from its original conditions by human activities, such as logging; livestock grazing; roads; golf courses; an airport; and residential, commercial and industrial developments. These conditions have resulted in increased sediment and nutrient loads discharging into Lake Tahoe from the river, which contribute to the declining clarity of the lake. Human influences have also resulted in reduced habitat quality for plant, wildlife, and fish species in the watershed. Restoration of natural processes and ecological functions of the river is an important part of the response to the decline in lake clarity.

Restoration planning for the marsh began in the early 1990s with studies conducted by the University of California. In 1995, the Conservancy commissioned a restoration planning and design study, which identified a tentatively preferred river restoration concept 2 years later. However, it was determined that river restoration required use of the entire Upper Truckee Marsh and, at that time the east side of the marsh was not owned by the Conservancy; therefore, this tentatively selected concept could not be pursued. In 1998, the Conservancy began planning and design of an initial phase of wetland restoration on a 23-acre portion of a study area located on the east side of the Upper Truckee River near Lake Tahoe. This is an area, called the Lower West Side Wetland Restoration Project (LWS), where the marsh had been previously filled during the construction of the adjacent Tahoe Keys. After careful investigations, planning, and design; extensive environmental review; and community outreach, the Conservancy approved

restoration of 12 acres of wetland through fill removal as the LWS Project in 2001. Construction commenced in the summer of 2001 and was completed in the summer of 2003. In 2000, the Conservancy purchased 311 acres of land in the center of the marsh from a private party, bringing nearly the entire Truckee Marsh into public ownership. Currently, the majority of the study area is owned by the Conservancy, including the marsh and meadows surrounding the lower reach of Trout Creek. Restoration concepts encompassing the whole marsh and the lower reach of the river could be developed after the acquisition. As part of this process, the Conservancy has also conducted public access and recreation use management planning for the river, marsh, and beach.

Initially, the Conservancy defined project objectives and desired outcomes to direct the restoration planning process. A comprehensive evaluation and documentation of the existing natural processes and functions in the study area were conducted to begin the alternatives planning process. This evaluation enabled the identification of potential restoration opportunities and constraints. Armed with detailed information about the river and marsh processes and ecological functions, the Conservancy hosted a design charrette (*i.e.*, interactive workshop) for agencies and other stakeholders to identify the spectrum of potentially feasible restoration ideas to be considered in the development of concept plan alternatives. Four alternative concept plans, all developed to be potentially feasible, were formulated to represent a reasonable range of restoration approaches. The four concepts generated by this extensive process are four action alternatives being evaluated in the EIS/EIS/EIR. A preferred alternative will be identified after public review of the alternatives and public comments are received on the Draft EIS/EIS/EIR.

To date, key stages of the Upper Truckee River and Wetland Restoration project have included the following:

- Evaluating existing natural processes and functions of the Upper Truckee River and marsh in 2000 and 2001.
- Establishing project objectives and desired outcomes in 2002, and updating them in 2005.
- Defining restoration opportunities and constraints in 2002 and 2003.
- Conducting a restoration design charrette in 2003 to receive input from stakeholders on project priorities, concerns and constraints, and design ideas.

- Conducting hydraulic modeling studies to support the development and evaluation of project alternatives.

- Initial development and comparative evaluation of four conceptual restoration alternatives in 2004 and 2005.

- Regulatory agency review of alternative concepts for key issues and regulatory requirements in 2005.

- Further refinement and evaluation of the alternatives, and preparation of a Concept Plan Report (July 2006).

### Project Objectives

The following objectives were developed for the proposed action:

- Objective 1. Restore natural and self-sustaining river and floodplain processes and functions.
- Objective 2. Protect, enhance, and restore naturally functioning habitats.
- Objective 3. Restore and enhance fish and wildlife habitat quality.
- Objective 4. Improve water quality through enhancement of natural physical and biological processes.
- Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations.
- Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach.
- Objective 7. Avoid increasing flood hazard on adjacent private property.
- Objective 8. Design with sensitivity to the site's history and cultural heritage.
- Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits.
- Objective 10. Implement a public health and safety program, including mosquito monitoring and control.

The following alternatives will be considered at an equal level of detail in the EIS/EIS/EIR:

- Alternative 1, Channel Aggradation and Narrowing (Maximum Recreation Infrastructure);
- Alternative 2, New Channel—West Meadow (Minimum Recreation Infrastructure);
- Alternative 3, Middle Marsh Corridor (Moderate Recreation Infrastructure);
- Alternative 4, Inset Floodplain (Moderate Recreation Infrastructure); and
- Alternative 5, No Project/No Action.

Alternative 1 would include raising and reconfiguring a portion of the main channel, reconfiguring two sections of split channel, reducing the capacity of the river mouth, changing the hydrologic connectivity of the sailing lagoon, constructing a river corridor

barrier to reduce wildlife disturbance, restoring sand dunes at Cove East, re-routing an existing recreational trail, and developing several new recreational components (i.e., full- and self-service visitor centers, pedestrian and bicycle trails, boardwalks, viewing platforms), an interpretive program, and signage.

Alternative 2 would include excavation of a new channel and fill of a portion of the existing channel, constructing a new river mouth, changing the hydrologic connectivity of the sailing lagoon, constructing a river corridor barrier to reduce wildlife disturbance, and restoring sand dunes at Cove East, re-routing an existing recreational trail, constructing observation platforms, and developing an interpretive program and signage.

Alternative 3 would include excavation of a new channel and fill of a portion of the existing channel, reducing the capacity of the river mouth, changing the hydrologic connectivity of the sailing lagoon, re-routing an existing recreational trail, developing several new recreational components (i.e., self-service visitor center, pedestrian and bicycle trails, boardwalks, viewing platforms), and an interpretive program and signage.

Alternative 4 would include excavation of portions of the meadow surface along the corridor of the existing channel to create an inset floodplain, reducing the capacity of the river mouth, constructing a river corridor barrier to reduce wildlife disturbance, (i.e., self-service visitor center, pedestrian and bicycle trails, boardwalks, viewing platforms), and an interpretive program and signage.

Under Alternative 5, existing conditions on the project site would be projected into the future.

Potential Federal involvement may include the approval of the proposed action and partial funding of the river restoration component of the proposed action. The EIS will be combined with an EIR prepared by the Conservancy pursuant to the CEQA and an EIS prepared by the TRPA pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances.

### Additional Information

The environmental review will be conducted pursuant to NEPA, CEQA, TRPA's Compact and Chapter 5 of the TRPA Code of Ordinances, the Federal and State Endangered Species Acts, and other applicable laws, to analyze the potential environmental impacts of implementing a range of feasible alternatives. Public input on the range of alternatives proposed for detailed

consideration will be sought through the public scoping process.

The EIS/EIS/EIR will assess potential impacts to any Indian Trust Assets or environmental justice issues. There are no known Indian Trust Assets or environmental justice issues associated with the proposed action. Input about concerns or issues related to Indian Trust Assets are requested from potentially affected federally recognized Indian Tribes and individual Indians.

Our practice is to make comments, including names, home addresses, home phone numbers, and e-mail addresses of respondents, available for public review. Individual respondents may request that we withhold their names and/or home addresses, etc., but if you wish us to consider withholding this information you must state this prominently at the beginning of your comments. In addition, you must present a rationale for withholding this information. This rationale must demonstrate that disclosure would constitute a clearly unwarranted invasion of privacy. Unsupported assertions will not meet this burden. In the absence of exceptional, documentable circumstances, this information will be released. We will always make submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

**Robert Eckart,**

*Acting Regional Environmental Officer, Mid-Pacific Region.*

[FR Doc. E6-17427 Filed 10-18-06; 8:45 am]

**BILLING CODE 4310-MN-P**

### INTERNATIONAL TRADE COMMISSION

[Inv. No. 337-TA-585]

### In the Matter of Certain Engines, Components Thereof, and Products Containing the Same; Notice of Investigation

**AGENCY:** U.S. International Trade Commission.

**ACTION:** Institution of investigation pursuant to 19 U.S.C. 1337.

**SUMMARY:** Notice is hereby given that a complaint was filed with the U.S. International Trade Commission on September 19, 2006, under section 337 of the Tariff Act of 1930, as amended, 19 U.S.C. 1337, on behalf of American Honda Motor Company, Incorporated of Torrance, California. A supplement to the complaint was filed on October 10,



## **SECTION B**

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Notice of Preparation and Comment Period Continuation



**TAHOE REGIONAL PLANNING AGENCY**  
P.O. Box 5310  
128 Market Street  
Stateline, Nevada 89449-5310  
Phone: (775) 588-4547  
Fax: (775) 588-4527  
Email: [trpa@trpa.org](mailto:trpa@trpa.org)      [www.trpa.org](http://www.trpa.org)

**STATE OF CALIFORNIA - THE RESOURCES AGENCY**  
Arnold Schwarzenegger, *Governor*  
**CALIFORNIA TAHOE CONSERVANCY**  
1061 Third Street  
South Lake Tahoe, CA 96150  
(530) 542-5580  
(530) 542-5591 (fax)

This notice is being issued jointly by the State of California and the Tahoe Regional Planning Agency and meets CEQA and TRPA noticing requirements for a Notice of Preparation.

## **NOTICE OF PREPARATION**

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**To:** California State Clearinghouse  
Nevada State Clearinghouse  
Cooperating Agencies  
Responsible and Trustee Agencies  
Interested Parties and Organizations  
Affected Property Owners (within 300 feet of the study area boundaries)

**Subject:** Notice of Preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project, South Lake Tahoe, California.

**Lead Agencies:**

State of California  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Contact: Jacqui Grandfield, UC Consultant, Wildlife Program  
Phone: (530) 542-5580  
Fax: (530) 542-5591  
Email: [jgrandfield@tahoecons.ca.gov](mailto:jgrandfield@tahoecons.ca.gov)

United States Department of the Interior  
Bureau of Reclamation  
2800 Cottage Way, Room E-2606  
Sacramento, CA 95825-1898  
Contact: Myrnie Mayville, NEPA Coordinator  
Phone: (916) 978-5037  
Fax: (916) 978-5055  
Email: [mmayville@mp.usbr.gov](mailto:mmayville@mp.usbr.gov)

Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89448  
Contact: Mike Elam, Associate Environmental Planner  
Phone: (775) 588-4547 ext.308 Fax: (775) 588-4527  
Email: [MElam@trpa.org](mailto:MElam@trpa.org)

**Project Title:** Upper Truckee River and Marsh Restoration Project

**Project Location:** The Upper Truckee River drains the largest watershed in the Lake Tahoe Basin. The Upper Truckee Marsh is located on the south shore of Lake Tahoe where the river enters the lake. The study area for the Upper Truckee River and Marsh Restoration Project is generally bounded by U.S. Highway 50 (U.S. 50) and the Highland Woods neighborhood on the south, the Al Tahoe neighborhood on the east, and Tahoe Islands/Sky Meadows

and Tahoe Keys neighborhoods on the west (Exhibit 1). The study area is approximately 592 acres, and includes parcels owned by the California Tahoe Conservancy (Conservancy), other public agencies, and private landowners (Exhibit 2). It includes the downstream reaches of Trout Creek and the Upper Truckee River, adjacent wetland and uplands habitats, and the Lower West Side (LWS) Wetlands Restoration Project site (located in the northwest portion of the study area, just east of the Tahoe Keys Marina).

The Conservancy, the U.S. Bureau of Reclamation (Reclamation), and the Tahoe Regional Planning Agency (TRPA) are preparing a joint EIR/EIS/EIS for the Upper Truckee Marsh Restoration Project (project). This joint document will serve as an EIR prepared by the Conservancy pursuant to the California Environmental Quality Act (CEQA); an EIS prepared by Reclamation pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) Regulations Implementing NEPA; and an EIS prepared by TRPA pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances. This notice meets the CEQA and TRPA noticing requirements for a Notice of Preparation (NOP). Reclamation has prepared a separate notice that meets NEPA requirements for a Notice of Intent (NOI) for publication in the *Federal Register*.

We would like to know the views of interested persons, organizations, and agencies as to the scope and content of the information to be included and analyzed in the EIR/EIS/EIS. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed alternatives. The project description, location, alternatives to be evaluated in the EIR/EIS/EIS, and potential environmental effects of the proposed alternatives (to the extent known) are contained in this NOP.

In compliance with the time limits mandated by State law and TRPA, your response should be sent at the earliest possible date, but not later than **November 2, 2006**. Please send your written responses to:

State of California  
Jacqui Grandfield, UC Consultant,  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

OR

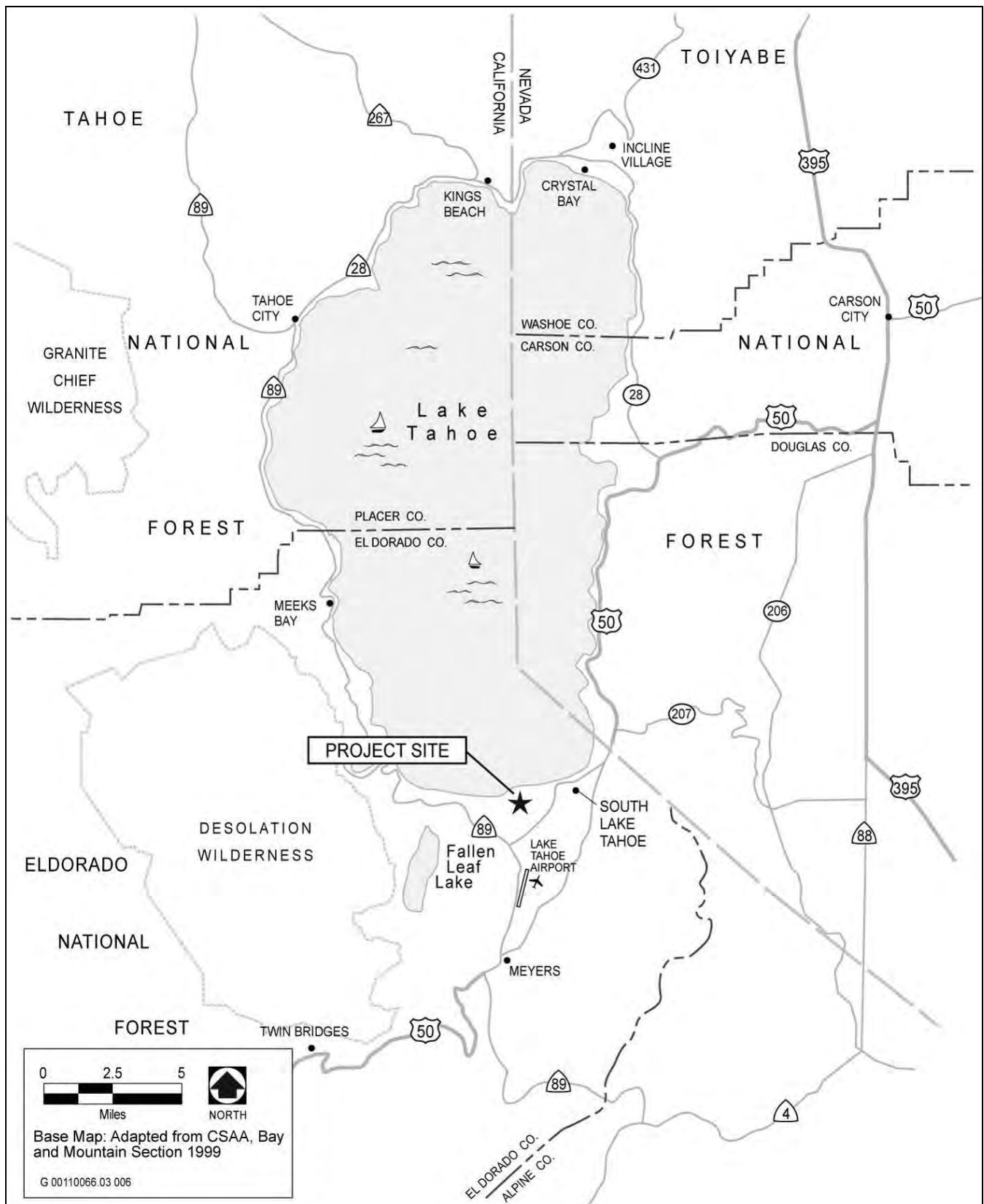
Tahoe Regional Planning Agency  
Mike Elam, Associate Environmental Planner  
P. O. Box 5310  
Stateline, NV 89449

Responses should include the name of a contact person at your agency or organization.

## SUMMARY

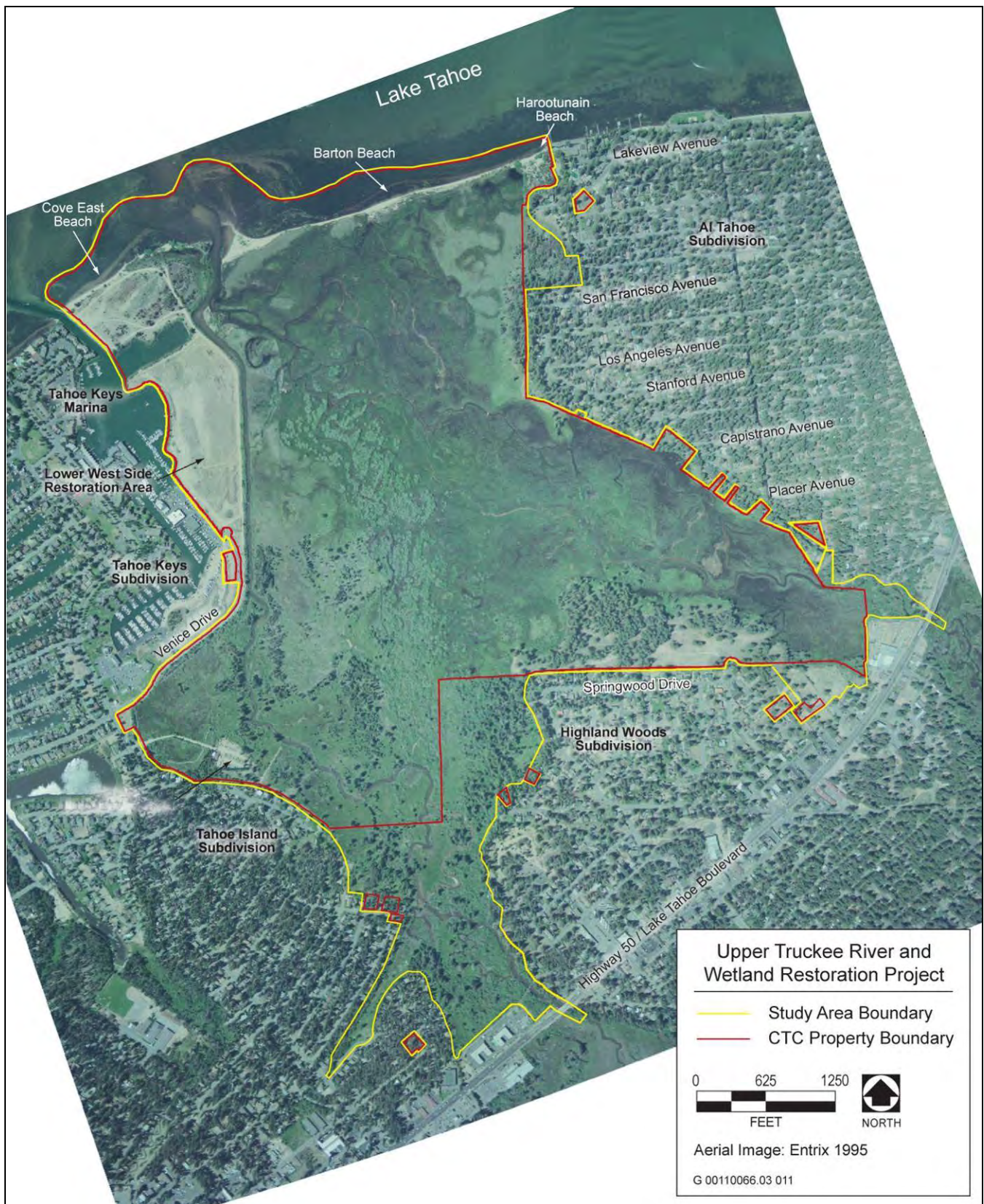
The Conservancy, Reclamation, and TRPA are pursuing a restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland. The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic





## Regional Location

## Exhibit 1



**Study Area Map**

**Exhibit 2**

processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

An extensive evaluation and restoration planning process has been conducted to identify potentially feasible approaches for restoration of the river and marsh. As a result of that process, the following five alternatives, including four action alternatives and a No Project/No Action Alternative, are intended to be evaluated in the EIR/EIS/EIS.

- ▶ Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)
- ▶ Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)
- ▶ Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
- ▶ Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)
- ▶ Alternative 5. No Project/No Action

These alternatives are named for their approach to restoration of the Upper Truckee River, and the associated level of recreation infrastructure, and are described in more detail below.

## **PROJECT DESCRIPTION**

### **BACKGROUND**

The Upper Truckee River has been substantially altered by land practices during the past 150 years. Throughout its watershed, the river has experienced ecosystem degradation typical of what has occurred elsewhere in the Basin. The river has been modified from its original conditions by human activities, such as logging; livestock grazing; roads; golf courses; an airport; and residential, commercial and industrial developments. These conditions have resulted in increased sediment and nutrient loads discharging into Lake Tahoe from the river, which contribute to the declining clarity of the lake. Human influences have also resulted in reduced habitat quality for plant, wildlife, and fish species in the watershed. Restoration of natural processes and ecological functions of the river is an important part of the response to the decline in lake clarity.

Restoration planning for the marsh began in the early 1990's with studies conducted by the University of California. In 1995, the Conservancy commissioned a restoration planning and design study, which identified a tentatively preferred river restoration concept two years later. However, it was determined that river restoration required use of the entire Upper Truckee Marsh, and at that time the east side of the marsh was not owned by the Conservancy; therefore, this tentatively selected concept could not be pursued. In 1998, the Conservancy began planning and design of an initial phase of wetland restoration on a 23-acre portion of a study area located on the



east side of the Upper Truckee River near Lake Tahoe (Exhibit 2). This is an area, called the Lower West Side Wetland Restoration Project (LWS), where the marsh had been previously filled during the construction of the adjacent Tahoe Keys. After careful investigations, planning, and design; extensive environmental review; and community outreach, the Conservancy approved restoration of 12 acres of wetland through fill removal as the LWS Project in 2001. Construction commenced in the summer of 2001 and was completed in the summer of 2003.

In 2000, the Conservancy purchased 311 acres of land in the center of the marsh from a private party, bringing nearly the entire Truckee Marsh into public ownership. Currently, the majority of the study area is owned by the Conservancy, including the marsh and meadows surrounding the lower reach of Trout Creek. Restoration concepts encompassing the whole marsh and the lower reach of the river could be developed after the acquisition. As part of this process, the Conservancy has also conducted public access and recreation use management planning for the river, marsh, and beach.

Initially, the Conservancy defined project objectives and desired outcomes to direct the restoration planning process. A comprehensive evaluation and documentation of the existing natural processes and functions in the study area were conducted to begin the alternatives planning process. This evaluation enabled the identification of potential restoration opportunities and constraints. Armed with detailed information about the river and marsh processes and ecological functions, the Conservancy hosted a design charrette (i.e., interactive workshop) for agencies and other stakeholders to identify the spectrum of potentially feasible restoration ideas to be considered in the development of concept plan alternatives. Four alternative concept plans, all developed to be potentially feasible, were formulated to represent a reasonable range of restoration approaches. The four concepts generated by this extensive process became the four action alternatives being evaluated in the EIR/EIS/EIS. A preferred alternative will be identified after public review of the four alternatives and public comments are received on the Draft EIR/EIS/EIS.

To date, key stages of the Upper Truckee Marsh Restoration project have included the following:

- ▶ Evaluating existing natural processes and functions of the Upper Truckee River and marsh in 2000 and 2001
- ▶ Establishing project objectives and desired outcomes in 2002, and updating them in 2005.
- ▶ Defining restoration opportunities and constraints in 2002 and 2003
- ▶ Conducting a restoration design charette in 2003 to receive input from stakeholders on project priorities, concerns and constraints, and design ideas.
- ▶ Conducting hydraulic modeling studies to support the development and evaluation of project alternatives.

- ▶ Initial development and comparative evaluation of four conceptual restoration alternatives in 2004 and 2005.
- ▶ Regulatory agency review of alternative concepts for key issues and regulatory requirements in 2005.
- ▶ Further refinement and evaluation of the alternatives, and preparation of a Concept Plan Report (July 2006).

## **PURPOSE AND NEED**

The need for the project originates from the environmental degradation that the Upper Truckee River has historically experienced as a result of human alterations to the river and watershed. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

## **PROJECT OBJECTIVES**

The following basic objectives of the project were developed for the proposed action to meet the purpose and need:

- Objective 1. Restore natural and self-sustaining river and floodplain processes and functions
- Objective 2. Protect, enhance, and restore naturally functioning habitats
- Objective 3. Restore and enhance fish and wildlife habitat quality
- Objective 4. Improve water quality through enhancement of natural physical and biological processes
- Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations
- Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach
- Objective 7. Avoid increasing flood hazard on adjacent private property
- Objective 8. Design with sensitivity to the site's history and cultural heritage
- Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits
- Objective 10. Implement a public health and safety program, including mosquito monitoring and control

## **SUMMARY OF ALTERNATIVES**

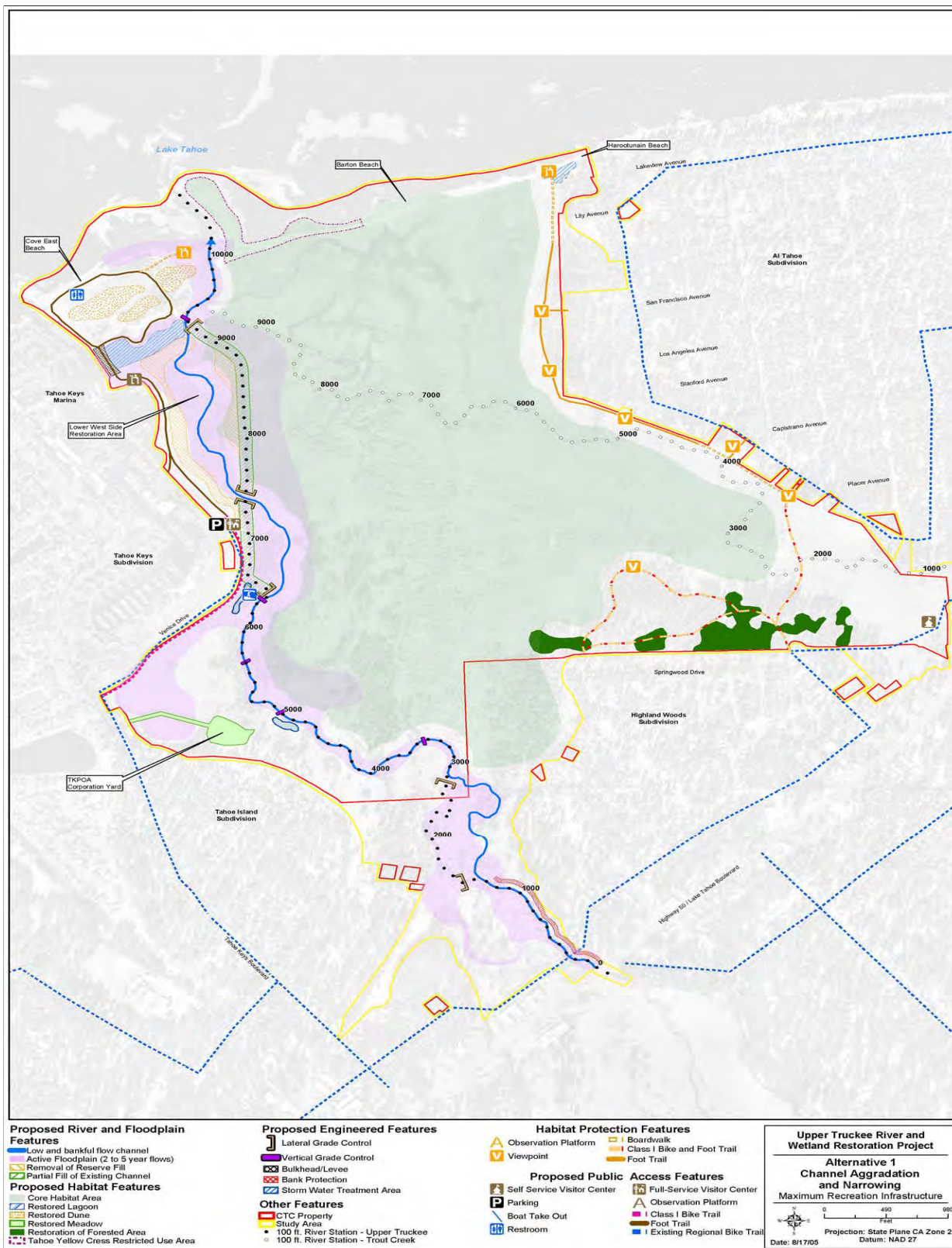
Four "action" alternatives, and the No Project/No Action Alternative, will be evaluated at an equal level of detail in the EIR/EIS/EIS. The four action alternatives are illustrated in Exhibits 3 through 6 and are described below. It is important to note that many of the individual components in each alternative are modular and could be transferred to other alternatives, or recombined after environmental review to formulate different variations of the alternatives.

All four action alternatives include a recreation and public access component. These ideas are expressed at three levels of development intensity with respect to recreation-related infrastructure (“maximum”, “minimum”, and “moderate”). At this point in project planning, there is no necessary connection between the recreation and public access approach included in a particular alternative and the river restoration strategy of that alternative. The level of public access and recreational facilities included in the alternative selected for implementation would need to be compatible with that alternative’s river and marsh restoration strategy.

### **ALTERNATIVE 1. CHANNEL AGGRADATION AND NARROWING (MAXIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 1 include:

- ▶ Raising the bed elevation of the existing channel closer to the existing meadow surface as a means of re-establishing an active floodplain, which would be achieved by placing a series of structures in the channel designed to alter hydraulics and intentionally cause sediment aggradation of the bed. Local cut and fill would be used to narrow the channel. Bar development in the aggrading channel would also contribute to channel narrowing.
- ▶ Creating a sinuous, single thread bankfull channel excavated through the LWS.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill and/or placement of bioengineered structures to encourage sediment deposition.
- ▶ Reconfiguring two sections of split channel from River Station (RS) 500 to RS 2,600. The low flow channel would continue to flow through the east branch of the split channel from RS 500 to RS 1,400, but unlike existing conditions, would continue in the second east branch channel from RS 1,400 to RS 2,600. The west branches of the split channels would reduce the flow volume and hydraulic stress in the east low-flow channel by conveying a portion of the high flow.

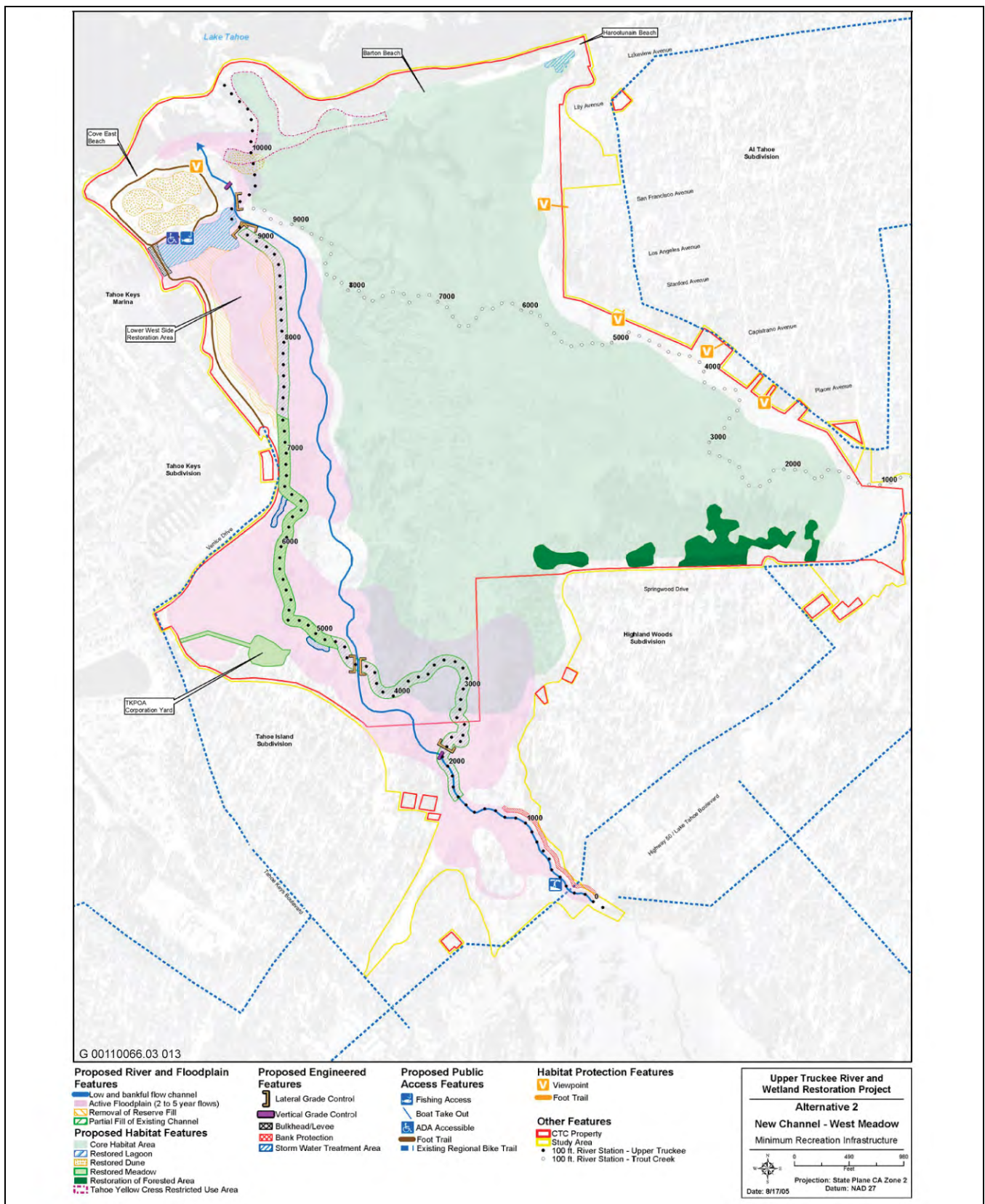


Source: ENTRIX 2005

## Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)

Exhibit 3



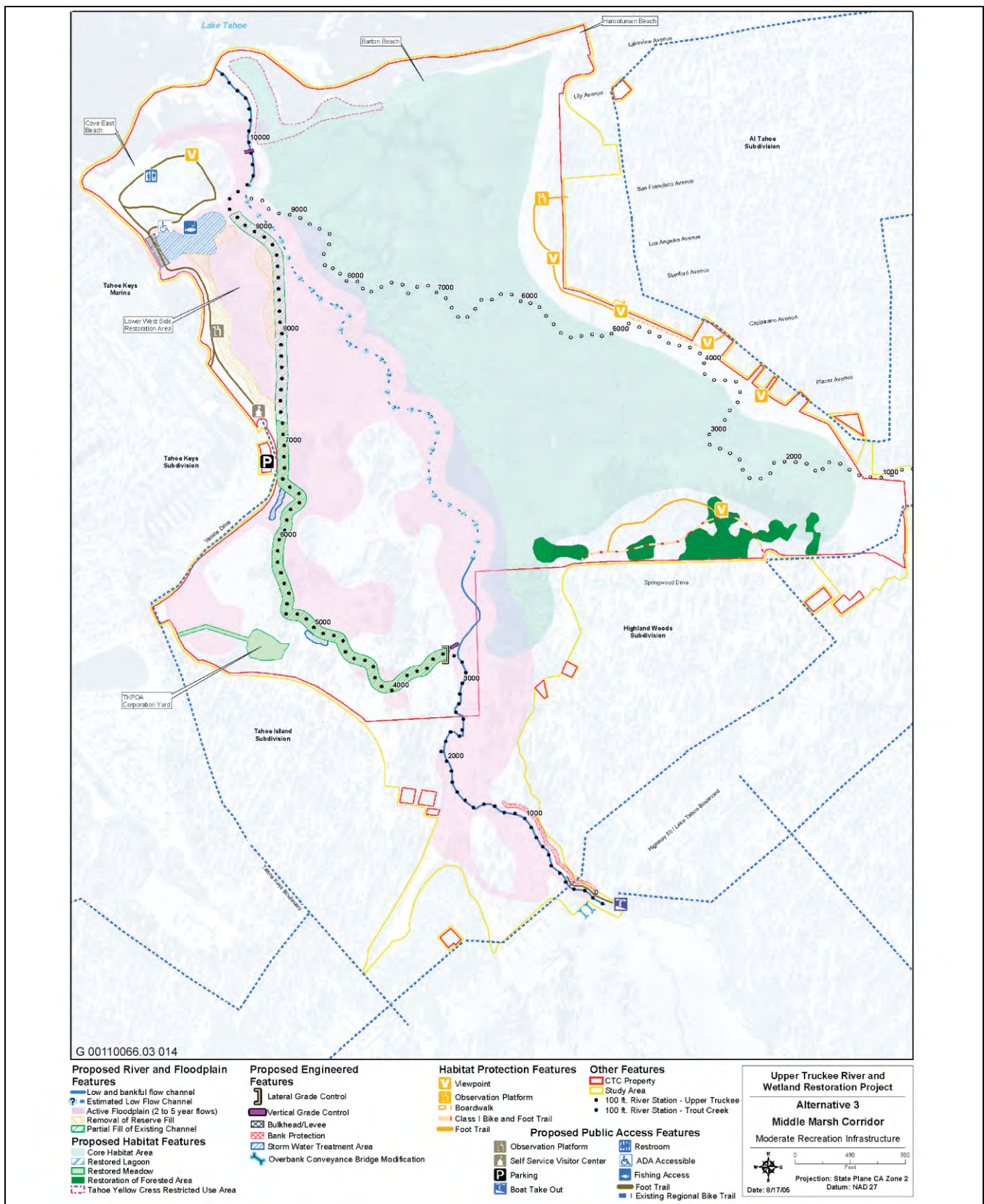


Source: ENTRIX 2005

## Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)

Exhibit 4

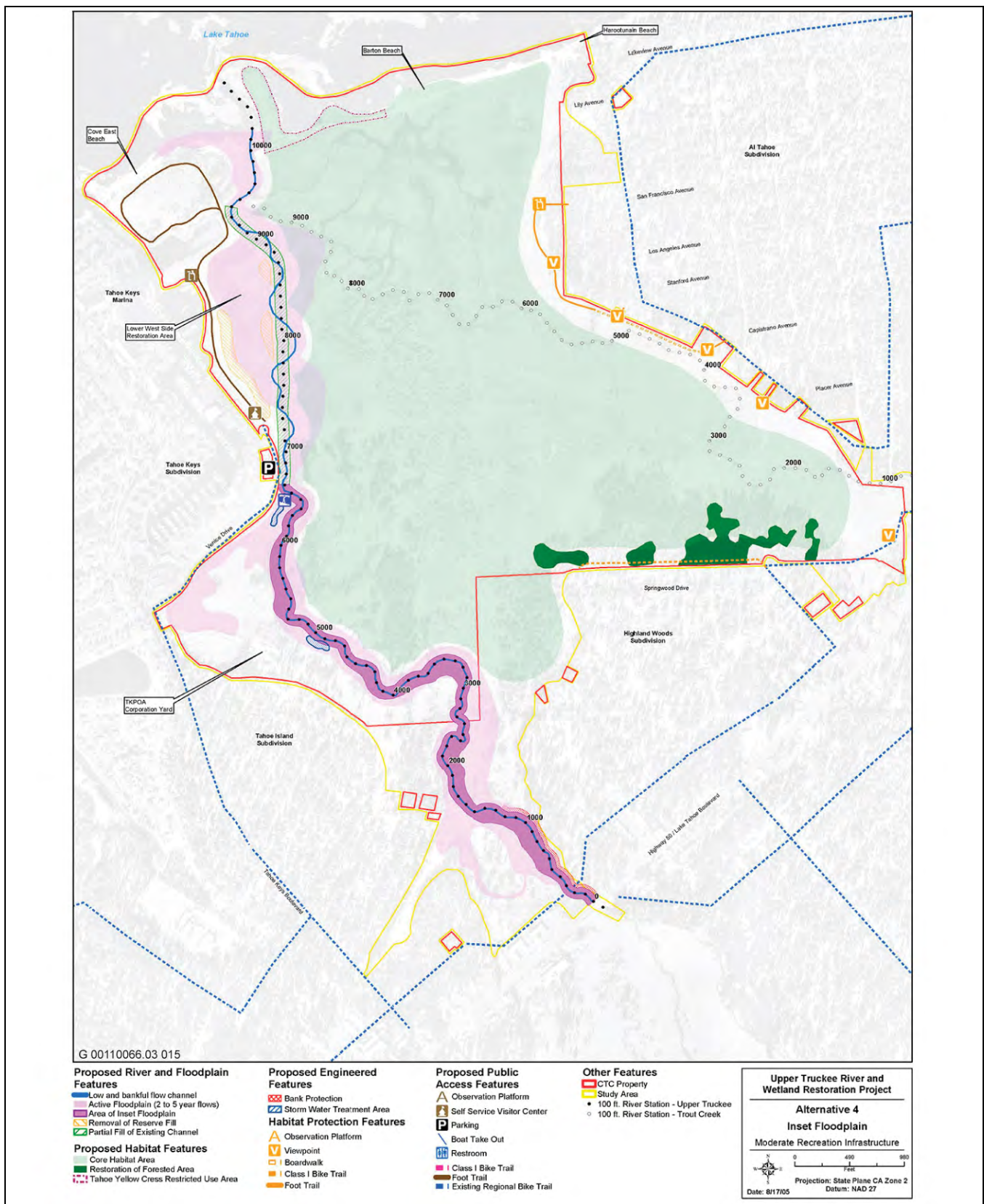




Source: ENTRIX 2005

### Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)

Exhibit 5



Source: ENTRIX 2005

## Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)

## Exhibit 6



- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. The lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. Local cut and fill would be used to re-contour the topography of the lagoon and decrease its depth.
- ▶ Constructing a full-service visitor and interpretive center on a Conservancy-owned parcel on high capability land near the end of Venice Drive and a small self-service visitor and interpretive center along the existing bike trail near Trout Creek Bridge. The full-service facility would be fully staffed and would likely require a concessionaire to support its maintenance costs. It could have office space included, for instance, for the Conservancy or an appropriate non-profit entity to rent. The full-service facility would contain public restrooms. A new parking lot would be located adjacent to the full-service visitor and interpretive center near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed due to prompted channel aggradation from the hydraulic structures, which would decrease channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Enhancing the existing trail alignment providing access to Cove East Beach by constructing a spur trail and boardwalk to an observation platform near the river mouth. The platform would provide a view across the river mouth and the meadow and lagoon to the east, as well as out across the lake. The boardwalk railings and its height above the ground would help keep people off the sandy areas during periods of low lake level.
- ▶ Constructing new trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Providing a raised boardwalk connection to the beach. An observation platform would be constructed at the end of the boardwalk to provide an overlook of the lake, beach, and the wetland, while discouraging entry onto the beach itself.
- ▶ Providing a raised boardwalk for both pedestrians and cyclists that would cross Trout Creek in the southern portion of the site, and link to existing bicycle trails at both ends. The boardwalk would allow visitors visual access into the meadow and to the lake beyond, while minimizing the disturbance that large numbers of hikers can have on meadow plants.
- ▶ Constructing a Class I bike trail along Venice Drive.
- ▶ Constructing a loop trail for both pedestrian and bicyclists through the wooded area north of Highland Woods.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges (“dunes”) at Cove East.

## **ALTERNATIVE 2. NEW CHANNEL – WEST MEADOW (MINIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 2 include:

- ▶ Excavating a new geomorphic bankfull capacity channel that re-establishes the existing meadow as an active floodplain. Most of the new channel alignment would be located east of the existing channel. A hydraulic structure would be constructed in the channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the new channel.
- ▶ Creating a sinuous, single thread bankfull channel excavated east of the LWS and straightened reach that has a sinuous planform, bankfull capacity, and active floodplain connection with the existing meadow surface.
- ▶ Constructing a new river mouth with a reduced capacity and higher bed elevation west of the existing location. This would provide the opportunity for a small area of beach restoration in the existing channel location. Since this area is prime Tahoe yellow cress habitat, it is anticipated that Tahoe yellow cress would expand in this beach restoration area.
- ▶ Maintaining a low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.

- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee River lagoon system prior to the construction of the Tahoe Keys development. The new lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. There would be no change to the dredged depth of the lagoon.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site. No new buildings, public restroom facilities, or additional buildings would be constructed.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing view points (on-grade or elevated as observation platforms) on the eastern margin of the site at the end of each of several streets where people currently access the site. The design intent of the view points would be to discourage pedestrians and their pets from entering the site.
- ▶ Maintaining the location of existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges ("dunes") at Cove East.

### **ALTERNATIVE 3. MIDDLE MARSH CORRIDOR (MODERATE RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 3 include:

- ▶ Creating a new geomorphic bankfull capacity pilot channel to connect the river with the existing network of small channels in the middle of the marsh and re-establish an active floodplain on the existing meadow surface. A hydraulic structure would be constructed in the existing channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the pilot

channel and existing meadow channels. No construction would occur within the main meadow's channel sections; the river flow paths would be dictated by natural processes.

- ▶ Using the existing river mouth location, but reducing its capacity by narrowing with local cut and fill and constructing a higher bed elevation with engineered grade controls that simulate the resistant horizontal layers in the subsurface.
- ▶ In the reach between U.S. 50 and the "Big Bend," maintaining the low-flow channel in the same alignment, and provide hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release. Options for additional high flow conveyance under U.S. 50 could include bored overflow conduits.
- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. Limited re-contouring would be used to adjust the contours and edges of the lagoon.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control the existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a loop trail for both pedestrians and cyclists through the wooded area north of Highland Woods.

#### **ALTERNATIVE 4. INSET FLOODPLAIN (MODERATE RECREATION INFRASTRUCTURE)**

Alternative 4 is fundamentally different from Alternatives 1 through 3 in that the existing streambed elevation would not be raised and no new channels would be excavated into the existing meadow/terrace surface. Key elements specific to Alternative 4 include:

- ▶ Excavating portions of the meadow surface along the corridor of the existing channel to create an inset floodplain that would increase active floodplain area and flood storage for small magnitude events.
- ▶ Using local cut and fill to reduce the width and capacity of the existing channel.
- ▶ Creating a sinuous, single thread bankfull channel constructed along a similar alignment as the straightened reach using local cut and fill.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill.
- ▶ Maintaining the low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.
- ▶ Retaining the open connection between the sailing lagoon, the marina, and Lake Tahoe.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a perimeter Class I bike trail along the southern border of the site intended to provide a bike trail connection.
- ▶ Creating a river corridor barrier near the current river alignment to reduce wildlife disturbance.

## **ALTERNATIVE 5. NO PROJECT/NO ACTION**

Under Alternative 5, no changes to the river or marsh would be implemented and existing conditions in the study area would be projected into the future.

## **POTENTIAL ENVIRONMENTAL EFFECTS**

The following subject areas include potential environmental effects associated with the range of alternatives identified above. These issues will be explored further during project scoping and during preparation of the draft EIR/EIS:

**Land Use.** Land use impacts to be addressed in the EIR/EIS/EIS include changes to onsite uses, land use compatibility, and community character. The EIR/EIS/EIS will also address consistency with the TRPA plan area statement (PAS) requirements (PAS 100 and 102).

**Hydrology, Geomorphology, and Water Quality.** Alternatives 1-4 would restore a portion of the Upper Truckee River with the intent to improve long-term water quality in the river and Lake Tahoe by reducing the reach's contribution of nutrients and suspended sediment to the river. Implementation of Alternatives 1-4 could create a risk that short-term increases in sediment load during the construction period. Best Management Practices and mitigation measures would be developed to address potential short-term impacts to water quality that are identified in the EIR/EIS/EIS. Restoration of the river channel would change the hydrologic and geomorphic processes of the river. The hydrologic analysis will focus primarily on assessing changes to flow patterns as related to changes in channel form and function, support of restoration objectives, and avoidance of any increase in flood hazard to developed land uses adjacent to the river. The geomorphic assessment will focus on potential short- and long-term changes in sediment fate and transport and landscape-scale factors. The EIR/EIS/EIS will also address long-term water quality monitoring needs.

**Biological Resources (Fisheries and Aquatic Resources, Vegetation and Wildlife).** Alternatives 1-4 include actions for enhancing or restoring native vegetation communities, protecting sensitive wildlife habitat areas from



excessive public use, and enhancing terrestrial and aquatic habitat values. These actions would affect the distribution, extent, and quality of sensitive and common biological resources on the project site. Each alternative was designed to result in long-term benefits to biological resources; however, construction of Alternatives 1-4 would remove or disturb terrestrial and aquatic habitats in some locations. Each alternative would result in changes in existing public access to and recreational uses of the project site, which would influence future patterns of disturbance on biological resources. The EIR/EIS/EIS will evaluate the potential indirect, direct, and cumulative effects of each alternative on: 1) existing vegetation communities, wildlife habitats, and aquatic resources; 2) common and ecologically significant vegetation, wildlife, and aquatic resources; and 3) special-status plant, wildlife, and aquatic species, including TRPA Special Interest Species. The relationship of project effects to TRPA thresholds for vegetation, wildlife, and fisheries will be evaluated.

**Earth Resources: Geology and Soils, and Land Capability and Coverage.** Alternatives 1-4 would involve grading and excavating for reconfiguration of a portion of the Upper Truckee River and changing site topography for restoration purposes, including filling portions of the existing, degraded channel. The EIR/EIS/EIS will describe potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated.

**Scenic Resources.** Alternatives 1-4 would result in the changes to natural elements that contribute to the scenic quality of the study area (e.g., river channel, river mouth, lagoon, vegetation), as well as changes related to the installation of recreation-related structures (e.g., trails, boardwalks, viewing points, visitor center). Visibility of these changes from the appropriate shoreline travel route on the lake and from U.S. 50, a TRPA-designated scenic travel route, will be determined. Potential impacts from construction and operation of the alternatives will be evaluated from sensitive viewpoints in or near the study area. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, and potential effects on TRPA scenic thresholds.

**Public Access and Recreation.** Construction and operation of Alternatives 1-4 would result in changes in existing public access to and recreational uses of the study area. The study area is surrounded by residential neighborhoods of South Lake Tahoe. PAS 102 on west side of the study area includes a priority for public access to the lake at Cove East Beach. PAS 100, which occupies the center and east side of the study area, emphasizes resources conservation. The location of a boat take-out site on the river differs among the alternatives, so impacts to paddling use of the river will be evaluated. The EIR/EIS/EIS will evaluate the changes to existing recreation areas and uses, the change to TRPA persons-at-one-time (PAOTs) allocations in the project area, the effect on TRPA recreation thresholds, trail connectivity, and river access and crossings.

**Cultural Resources.** The study area is located on undeveloped land. The EIR/EIS/EIS will analyze the potential for cultural resources to be located on or near the site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the proposed alternatives. Also, the proposed action includes consideration of Native American cultural uses of the study area and how restoration can be compatible with and support those uses. The EIR/EIS/EIS process will include consultation with the Washoe Tribe and evaluation in accordance with Section 106 of the National Historic Preservation Act.

**Transportation, Parking and Circulation.** Alternatives 1-4 would generate short-term, construction-related traffic. Long-term traffic generated by the recreational components will also be discussed. The transportation analysis will include identification of major roadways that may be affected by the proposed alternatives, traffic volumes on those roadways, overall operating conditions, public transit routes that may be affected by the proposed alternatives, and major pedestrian or bicycle routes that may be affected by the proposed alternatives.

**Air Quality.** Alternatives 1-4 would involve construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIR/EIS/EIS will include an assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions.

**Noise.** The EIR/EIS/EIS will assess potential short-term (i.e., construction) noise impacts, relative to sensitive receptors and their potential exposure. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts, including increased noise from mobile, stationary, and area sources, will be assessed.

**Public Services and Utilities.** The public services and utilities section of the EIR/EIS/EIS will evaluate impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, police services, fire protection services, schools, and fire fuel management.

**Hazards and Hazardous Materials.** The EIR/EIS/EIS will assess whether potential hazardous materials may be located in the study area. The EIR/EIS/EIS will also address hazardous materials issues related to adjoining properties.

**Agricultural and Mineral Resources.** The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed in the EIR/EIS/EIS.

**Socioeconomics.** With the exception of recreation, discussed above, the proposed alternatives are not expected to significantly affect socioeconomic factors associated with the study area. The EIR/EIS/EIS will consider potential economic impacts related to implementation of the proposed alternatives.

**Growth Inducement.** The effects of the proposed alternatives on growth inducement will be addressed in the EIR/EIS/EIS; however, the proposed alternatives are not expected to induce or result in the growth of population in the region, cause an increase in demand for employment opportunities, or cause an increase in other public needs.

**Cumulative Effects.** The EIR/EIS/EIS will identify and describe recently approved and reasonably anticipated non-river related projects in the South Lake Tahoe area and vicinity of the Upper Truckee Marsh, other river restoration projects being contemplated for upstream reaches of the Upper Truckee River, and region-wide planning efforts currently underway (e.g., Pathway 2007, the total maximum daily load [TMDL] requirement being developed for the Upper Truckee River). The EIR/EIS/EIS will evaluate the combined effects of these activities with the proposed action.

**TRPA Threshold Carrying Capacities.** The EIR/EIS/EIS will include assessment of the proposed action's compliance with and contribution to the attainment of threshold carrying capacities adopted by TRPA.

## **INTENDED USES OF THE EIR/EIS/EIS**

The Conservancy, Reclamation, and TRPA will use this EIR/EIS/EIS to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed action for approval. The EIR/EIS/EIS will serve as the State's CEQA compliance document, as Reclamation's NEPA compliance document, and as TRPA's compliance document with respect to its Compact and Chapter 5 of the TRPA Code of Ordinances. State responsible and trustee agencies and federal cooperating agencies may also use this EIR/EIS/EIS, as needed, for subsequent discretionary actions.

## **PUBLIC SCOPING**

Public scoping meetings are being conducted to provide you with the opportunity to learn more about the proposed action and to express oral comments about the content of the EIR/EIS/EIS, in addition to your opportunity to submit written comments. The scoping meetings will be held at the following times and locations:

**Wednesday, October 11, 2006**

TRPA Advisory Planning Commission Meeting  
North Tahoe Conference Center  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=259>  
North Tahoe Conference Center  
8318 North Lake Boulevard  
Kings Beach, CA 96143

**Wednesday, October 25, 2006**

Governing Board Meeting  
Tahoe Regional Planning Agency  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=258>  
128 Market Street  
Stateline, NV 89449

**Tuesday, October 24, 2006**

12:00 p.m. – 2:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150

**Tuesday, October 24, 2006**

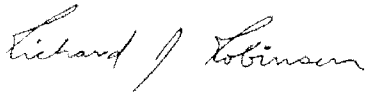
6:00 p.m. – 8:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150



Project Manager, TRPA

October 3, 2006

Date



Program Manager, California Tahoe Conservancy

October 3, 2006

Date

**CALIFORNIA TAHOE CONSERVANCY**

1061 Third Street  
SOUTH LAKE TAHOE, CA 96150  
(530) 542-5580



March 13, 2007

**PUBLIC ANNOUNCEMENT**

Comment Period Continuation  
for the  
Upper Truckee River and Marsh Restoration Project

The California Tahoe Conservancy (Conservancy), the U.S. Bureau of Reclamation (Reclamation), and the Tahoe Regional Planning Agency (TRPA) are pursuing a restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland. The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

The Conservancy, Reclamation, and TRPA are preparing a joint Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project (project).

Pursuant to the California Environmental Quality Act (CEQA), the Conservancy issued a Notice of Preparation (NOP) of a Draft EIR/EIS/EIS for the project on October 5, 2006. The purpose of this notification is to provide public notice that the NOP review and comment period is continuing and remains open for the public and agencies.

The Conservancy has determined that the NOP public comment period will continue to April 30, 2007.

The scoping periods for the project conducted by Reclamation for compliance with the National Environmental Policy Act and by TRPA pursuant to its Code of Ordinances and Rules of Procedure are not affected by this notice.

The original NOP is attached to this notice. The NOP may also be reviewed at: <http://www.trpa.org/default.aspx?tabindex=4&tabid=291>. Paper copies of the NOP are available upon request by contacting

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Phone: (530) 543-6048

Written comments should be provided to Ms. Jacqui Grandfield at the addresses shown above by April 30, 2007 to ensure their consideration during preparation of the Draft EIR/EIS/EIS. Additional information concerning the project and the proposed alternatives that are currently being considered will be available as it is developed at the project website at: [www.uppertruckeemarsh.com](http://www.uppertruckeemarsh.com).

**TAHOE REGIONAL PLANNING AGENCY**  
P.O. Box 5310  
128 Market Street  
Stateline, Nevada 89449-5310  
Phone: (775) 588-4547  
Fax: (775) 588-4527  
Email: trpa@trpa.org      www.trpa.org

**STATE OF CALIFORNIA - THE RESOURCES AGENCY**  
Arnold Schwarzenegger, *Governor*  
**CALIFORNIA TAHOE CONSERVANCY**  
1061 Third Street  
South Lake Tahoe, CA 96150  
(530) 542-5580  
(530) 542-5591 (fax)

This notice is being issued jointly by the State of California and the Tahoe Regional Planning Agency and meets CEQA and TRPA noticing requirements for a Notice of Preparation.

## **NOTICE OF PREPARATION**

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**To:** California State Clearinghouse  
Nevada State Clearinghouse  
Cooperating Agencies  
Responsible and Trustee Agencies  
Interested Parties and Organizations  
Affected Property Owners (within 300 feet of the study area boundaries)

**Subject:** Notice of Preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project, South Lake Tahoe, California.

**Lead Agencies:**

State of California  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Contact: Jacqui Grandfield, UC Consultant, Wildlife Program  
Phone: (530) 542-5580  
Fax: (530) 542-5591  
Email: jgrandfield@tahoecons.ca.gov

United States Department of the Interior  
Bureau of Reclamation  
2800 Cottage Way, Room E-2606  
Sacramento, CA 95825-1898  
Contact: Myrnie Mayville, NEPA Coordinator  
Phone: (916) 978-5037  
Fax: (916) 978-5055  
Email: mmayville@mp.usbr.gov

Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89448  
Contact: Mike Elam, Associate Environmental Planner  
Phone: (775) 588-4547 ext.308 Fax: (775) 588-4527  
Email: MElam@trpa.org

**Project Title:** Upper Truckee River and Marsh Restoration Project

**Project Location:** The Upper Truckee River drains the largest watershed in the Lake Tahoe Basin. The Upper Truckee Marsh is located on the south shore of Lake Tahoe where the river enters the lake. The study area for the Upper Truckee River and Marsh Restoration Project is generally bounded by U.S. Highway 50 (U.S. 50) and the Highland Woods neighborhood on the south, the Al Tahoe neighborhood on the east, and Tahoe Islands/Sky Meadows

and Tahoe Keys neighborhoods on the west (Exhibit 1). The study area is approximately 592 acres, and includes parcels owned by the California Tahoe Conservancy (Conservancy), other public agencies, and private landowners (Exhibit 2). It includes the downstream reaches of Trout Creek and the Upper Truckee River, adjacent wetland and uplands habitats, and the Lower West Side (LWS) Wetlands Restoration Project site (located in the northwest portion of the study area, just east of the Tahoe Keys Marina).

The Conservancy, the U.S. Bureau of Reclamation (Reclamation), and the Tahoe Regional Planning Agency (TRPA) are preparing a joint EIR/EIS/EIS for the Upper Truckee Marsh Restoration Project (project). This joint document will serve as an EIR prepared by the Conservancy pursuant to the California Environmental Quality Act (CEQA); an EIS prepared by Reclamation pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) Regulations Implementing NEPA; and an EIS prepared by TRPA pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances. This notice meets the CEQA and TRPA noticing requirements for a Notice of Preparation (NOP). Reclamation has prepared a separate notice that meets NEPA requirements for a Notice of Intent (NOI) for publication in the *Federal Register*.

We would like to know the views of interested persons, organizations, and agencies as to the scope and content of the information to be included and analyzed in the EIR/EIS/EIS. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed alternatives. The project description, location, alternatives to be evaluated in the EIR/EIS/EIS, and potential environmental effects of the proposed alternatives (to the extent known) are contained in this NOP.

In compliance with the time limits mandated by State law and TRPA, your response should be sent at the earliest possible date, but not later than **November 2, 2006**. Please send your written responses to:

State of California  
Jacqui Grandfield, UC Consultant,  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

OR

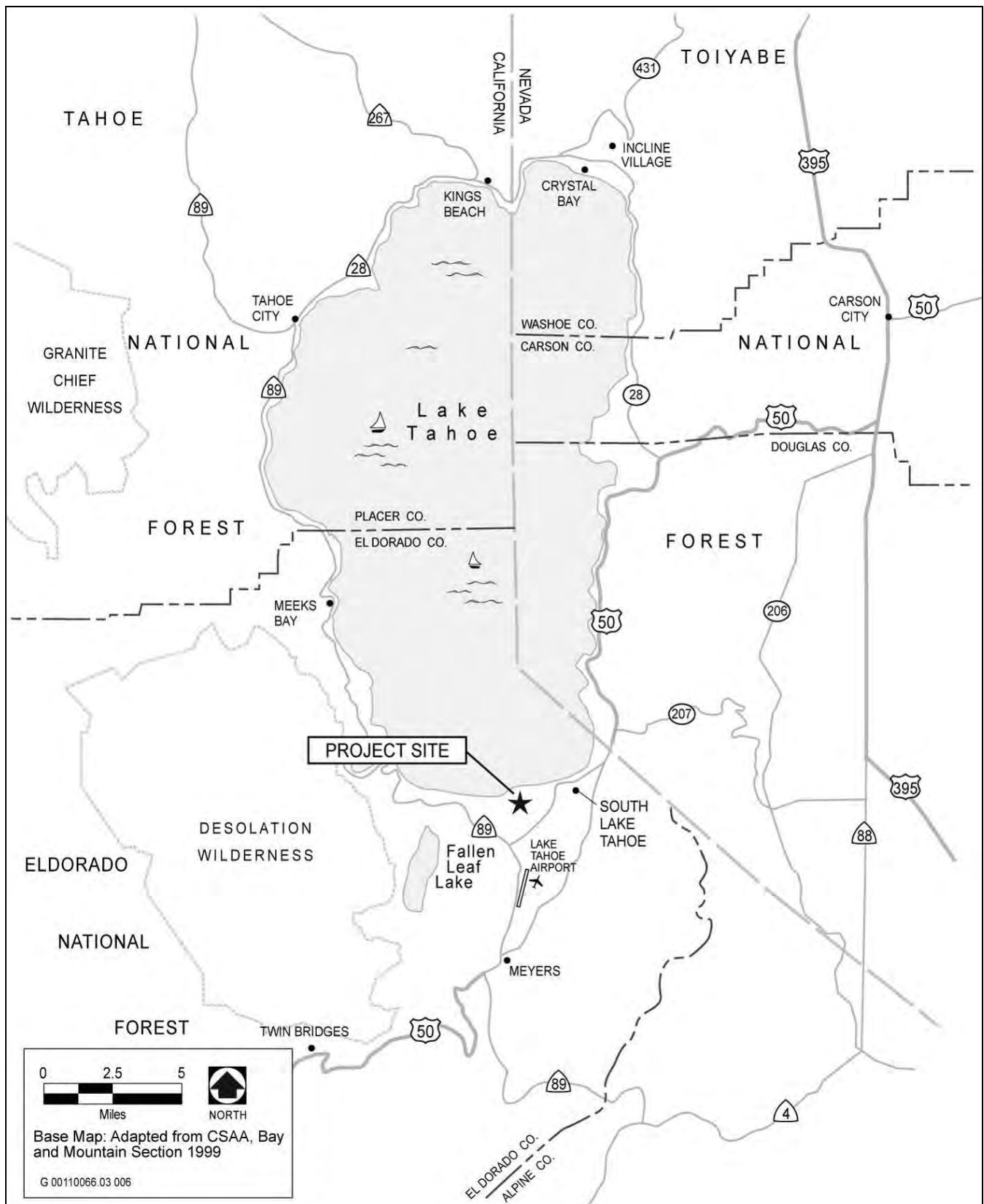
Tahoe Regional Planning Agency  
Mike Elam, Associate Environmental Planner  
P. O. Box 5310  
Stateline, NV 89449

Responses should include the name of a contact person at your agency or organization.

## SUMMARY

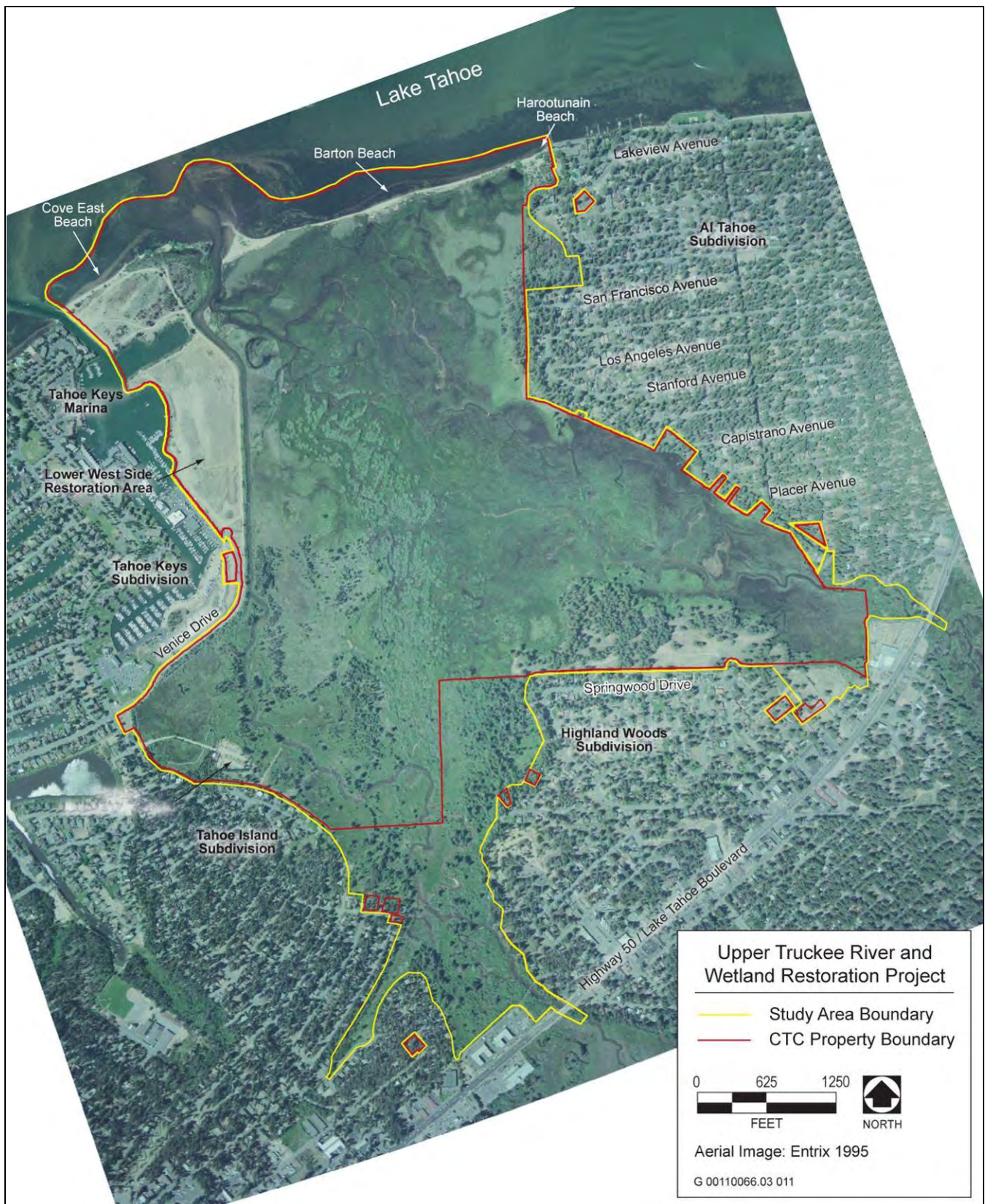
The Conservancy, Reclamation, and TRPA are pursuing a restoration project along the reach of the Upper Truckee River that extends from U.S. 50 north to Lake Tahoe, including the adjacent meadow and wetland. The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic





## Regional Location

## Exhibit 1



**Study Area Map**

**Exhibit 2**

processes and ecological functions along this reach of river. The Upper Truckee River and Marsh Restoration Project is identified in TRPA's Environmental Improvement Program (EIP) as a project that is necessary to restore and maintain environmental thresholds for the Lake Tahoe Basin. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe's unique and valued resources.

An extensive evaluation and restoration planning process has been conducted to identify potentially feasible approaches for restoration of the river and marsh. As a result of that process, the following five alternatives, including four action alternatives and a No Project/No Action Alternative, are intended to be evaluated in the EIR/EIS/EIS.

- ▶ Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)
- ▶ Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)
- ▶ Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
- ▶ Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)
- ▶ Alternative 5. No Project/No Action

These alternatives are named for their approach to restoration of the Upper Truckee River, and the associated level of recreation infrastructure, and are described in more detail below.

## **PROJECT DESCRIPTION**

### **BACKGROUND**

The Upper Truckee River has been substantially altered by land practices during the past 150 years. Throughout its watershed, the river has experienced ecosystem degradation typical of what has occurred elsewhere in the Basin. The river has been modified from its original conditions by human activities, such as logging; livestock grazing; roads; golf courses; an airport; and residential, commercial and industrial developments. These conditions have resulted in increased sediment and nutrient loads discharging into Lake Tahoe from the river, which contribute to the declining clarity of the lake. Human influences have also resulted in reduced habitat quality for plant, wildlife, and fish species in the watershed. Restoration of natural processes and ecological functions of the river is an important part of the response to the decline in lake clarity.

Restoration planning for the marsh began in the early 1990's with studies conducted by the University of California. In 1995, the Conservancy commissioned a restoration planning and design study, which identified a tentatively preferred river restoration concept two years later. However, it was determined that river restoration required use of the entire Upper Truckee Marsh, and at that time the east side of the marsh was not owned by the Conservancy; therefore, this tentatively selected concept could not be pursued. In 1998, the Conservancy began planning and design of an initial phase of wetland restoration on a 23-acre portion of a study area located on the



east side of the Upper Truckee River near Lake Tahoe (Exhibit 2). This is an area, called the Lower West Side Wetland Restoration Project (LWS), where the marsh had been previously filled during the construction of the adjacent Tahoe Keys. After careful investigations, planning, and design; extensive environmental review; and community outreach, the Conservancy approved restoration of 12 acres of wetland through fill removal as the LWS Project in 2001. Construction commenced in the summer of 2001 and was completed in the summer of 2003.

In 2000, the Conservancy purchased 311 acres of land in the center of the marsh from a private party, bringing nearly the entire Truckee Marsh into public ownership. Currently, the majority of the study area is owned by the Conservancy, including the marsh and meadows surrounding the lower reach of Trout Creek. Restoration concepts encompassing the whole marsh and the lower reach of the river could be developed after the acquisition. As part of this process, the Conservancy has also conducted public access and recreation use management planning for the river, marsh, and beach.

Initially, the Conservancy defined project objectives and desired outcomes to direct the restoration planning process. A comprehensive evaluation and documentation of the existing natural processes and functions in the study area were conducted to begin the alternatives planning process. This evaluation enabled the identification of potential restoration opportunities and constraints. Armed with detailed information about the river and marsh processes and ecological functions, the Conservancy hosted a design charrette (i.e., interactive workshop) for agencies and other stakeholders to identify the spectrum of potentially feasible restoration ideas to be considered in the development of concept plan alternatives. Four alternative concept plans, all developed to be potentially feasible, were formulated to represent a reasonable range of restoration approaches. The four concepts generated by this extensive process became the four action alternatives being evaluated in the EIR/EIS/EIS. A preferred alternative will be identified after public review of the four alternatives and public comments are received on the Draft EIR/EIS/EIS.

To date, key stages of the Upper Truckee Marsh Restoration project have included the following:

- ▶ Evaluating existing natural processes and functions of the Upper Truckee River and marsh in 2000 and 2001
- ▶ Establishing project objectives and desired outcomes in 2002, and updating them in 2005.
- ▶ Defining restoration opportunities and constraints in 2002 and 2003
- ▶ Conducting a restoration design charette in 2003 to receive input from stakeholders on project priorities, concerns and constraints, and design ideas.
- ▶ Conducting hydraulic modeling studies to support the development and evaluation of project alternatives.

- ▶ Initial development and comparative evaluation of four conceptual restoration alternatives in 2004 and 2005.
- ▶ Regulatory agency review of alternative concepts for key issues and regulatory requirements in 2005.
- ▶ Further refinement and evaluation of the alternatives, and preparation of a Concept Plan Report (July 2006).

## **PURPOSE AND NEED**

The need for the project originates from the environmental degradation that the Upper Truckee River has historically experienced as a result of human alterations to the river and watershed. The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

## **PROJECT OBJECTIVES**

The following basic objectives of the project were developed for the proposed action to meet the purpose and need:

- Objective 1. Restore natural and self-sustaining river and floodplain processes and functions
- Objective 2. Protect, enhance, and restore naturally functioning habitats
- Objective 3. Restore and enhance fish and wildlife habitat quality
- Objective 4. Improve water quality through enhancement of natural physical and biological processes
- Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations
- Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach
- Objective 7. Avoid increasing flood hazard on adjacent private property
- Objective 8. Design with sensitivity to the site's history and cultural heritage
- Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits
- Objective 10. Implement a public health and safety program, including mosquito monitoring and control

## **SUMMARY OF ALTERNATIVES**

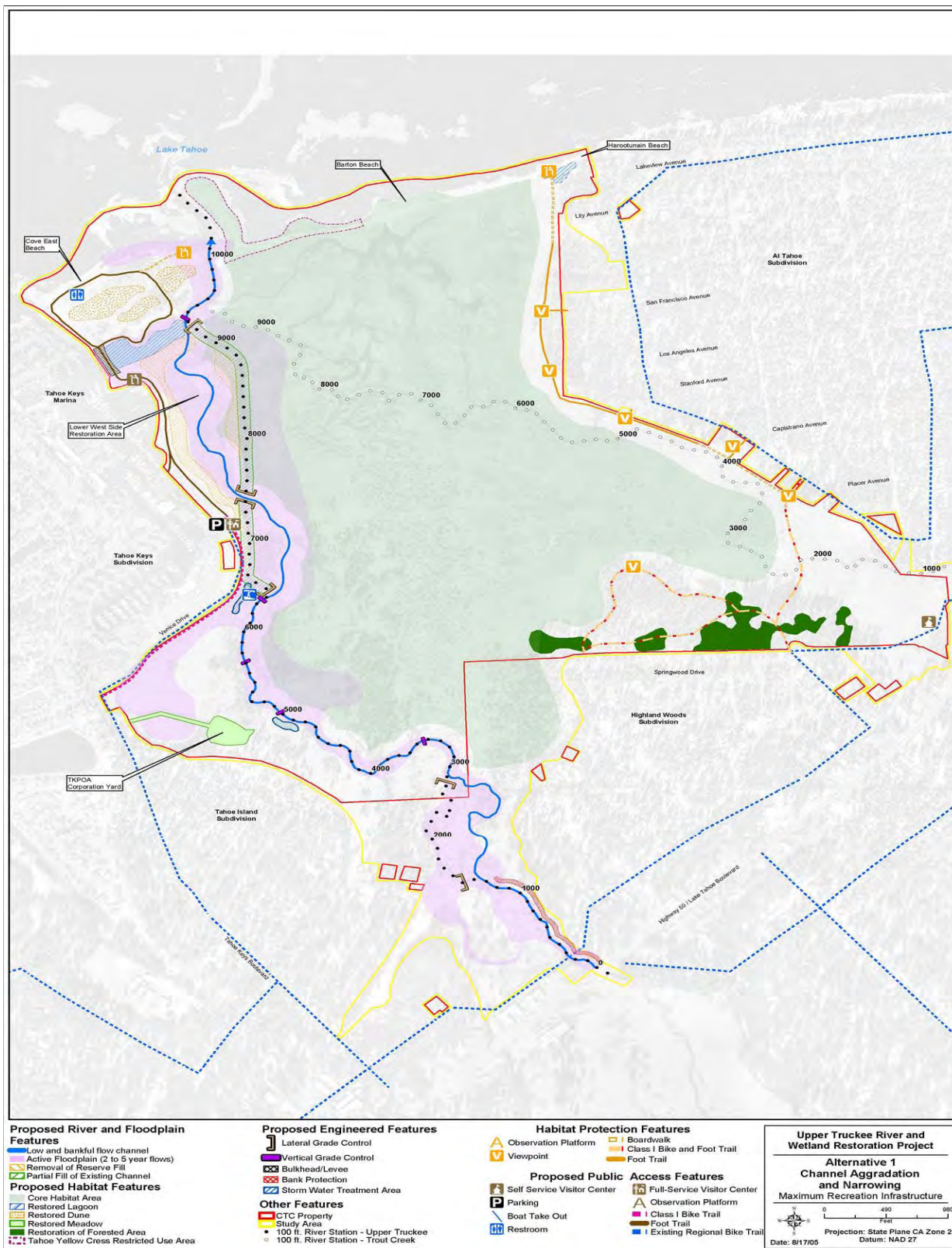
Four "action" alternatives, and the No Project/No Action Alternative, will be evaluated at an equal level of detail in the EIR/EIS/EIS. The four action alternatives are illustrated in Exhibits 3 through 6 and are described below. It is important to note that many of the individual components in each alternative are modular and could be transferred to other alternatives, or recombined after environmental review to formulate different variations of the alternatives.

All four action alternatives include a recreation and public access component. These ideas are expressed at three levels of development intensity with respect to recreation-related infrastructure (“maximum”, “minimum”, and “moderate”). At this point in project planning, there is no necessary connection between the recreation and public access approach included in a particular alternative and the river restoration strategy of that alternative. The level of public access and recreational facilities included in the alternative selected for implementation would need to be compatible with that alternative’s river and marsh restoration strategy.

### **ALTERNATIVE 1. CHANNEL AGGRADATION AND NARROWING (MAXIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 1 include:

- ▶ Raising the bed elevation of the existing channel closer to the existing meadow surface as a means of re-establishing an active floodplain, which would be achieved by placing a series of structures in the channel designed to alter hydraulics and intentionally cause sediment aggradation of the bed. Local cut and fill would be used to narrow the channel. Bar development in the aggrading channel would also contribute to channel narrowing.
- ▶ Creating a sinuous, single thread bankfull channel excavated through the LWS.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill and/or placement of bioengineered structures to encourage sediment deposition.
- ▶ Reconfiguring two sections of split channel from River Station (RS) 500 to RS 2,600. The low flow channel would continue to flow through the east branch of the split channel from RS 500 to RS 1,400, but unlike existing conditions, would continue in the second east branch channel from RS 1,400 to RS 2,600. The west branches of the split channels would reduce the flow volume and hydraulic stress in the east low-flow channel by conveying a portion of the high flow.

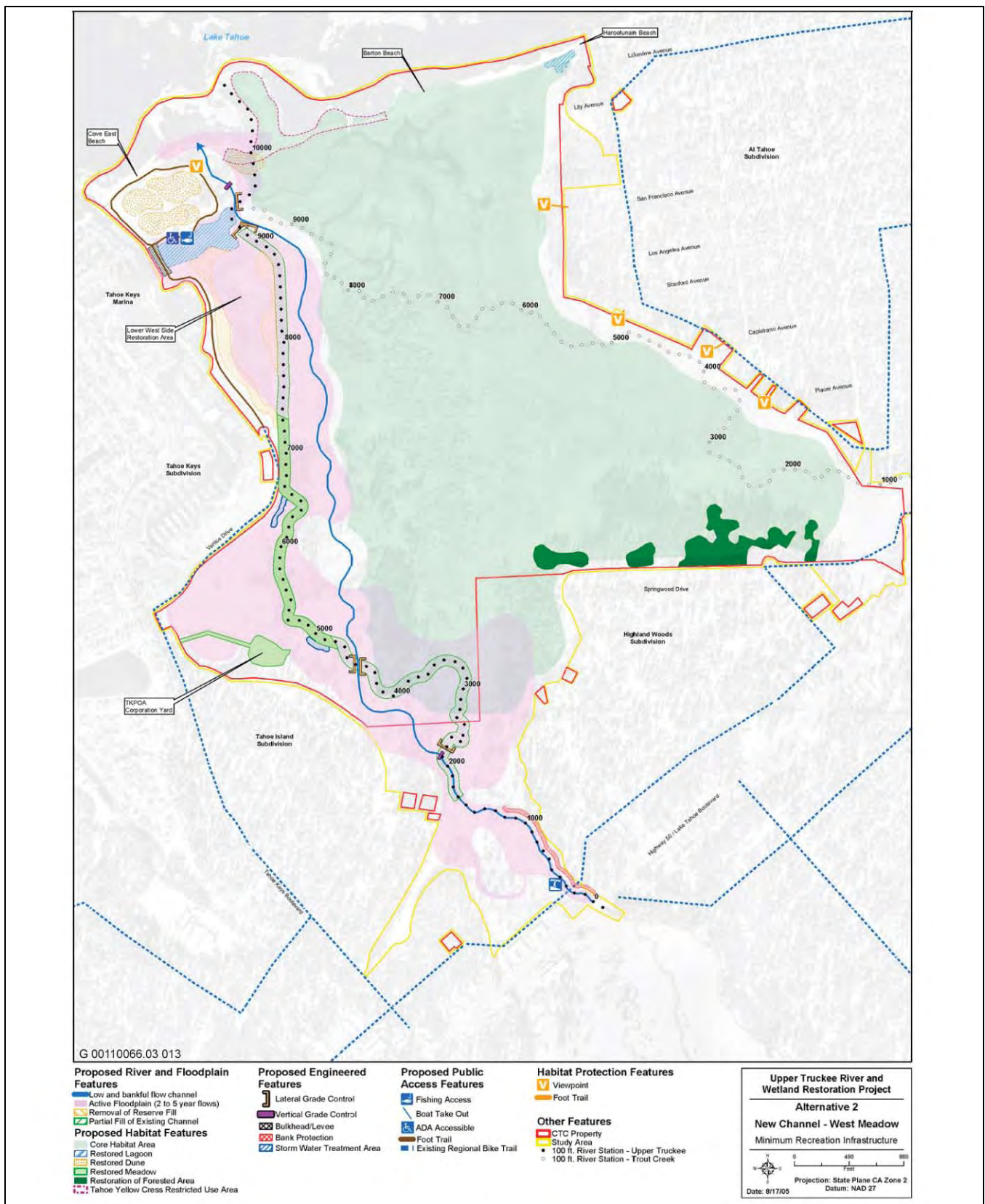


Source: ENTRIX 2005

## Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)

Exhibit 3



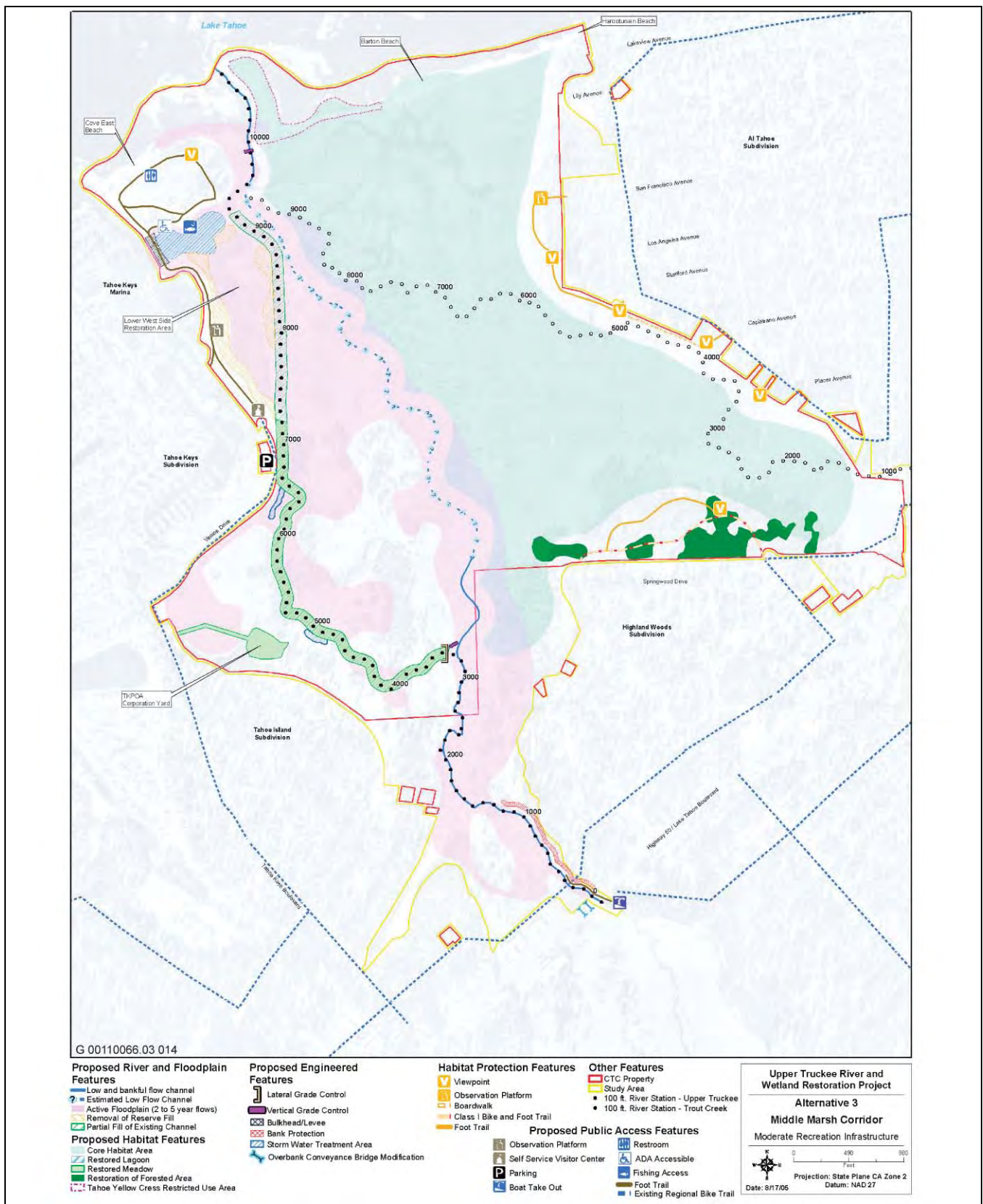


Source: ENTRIX 2005

## Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)

## Exhibit 4

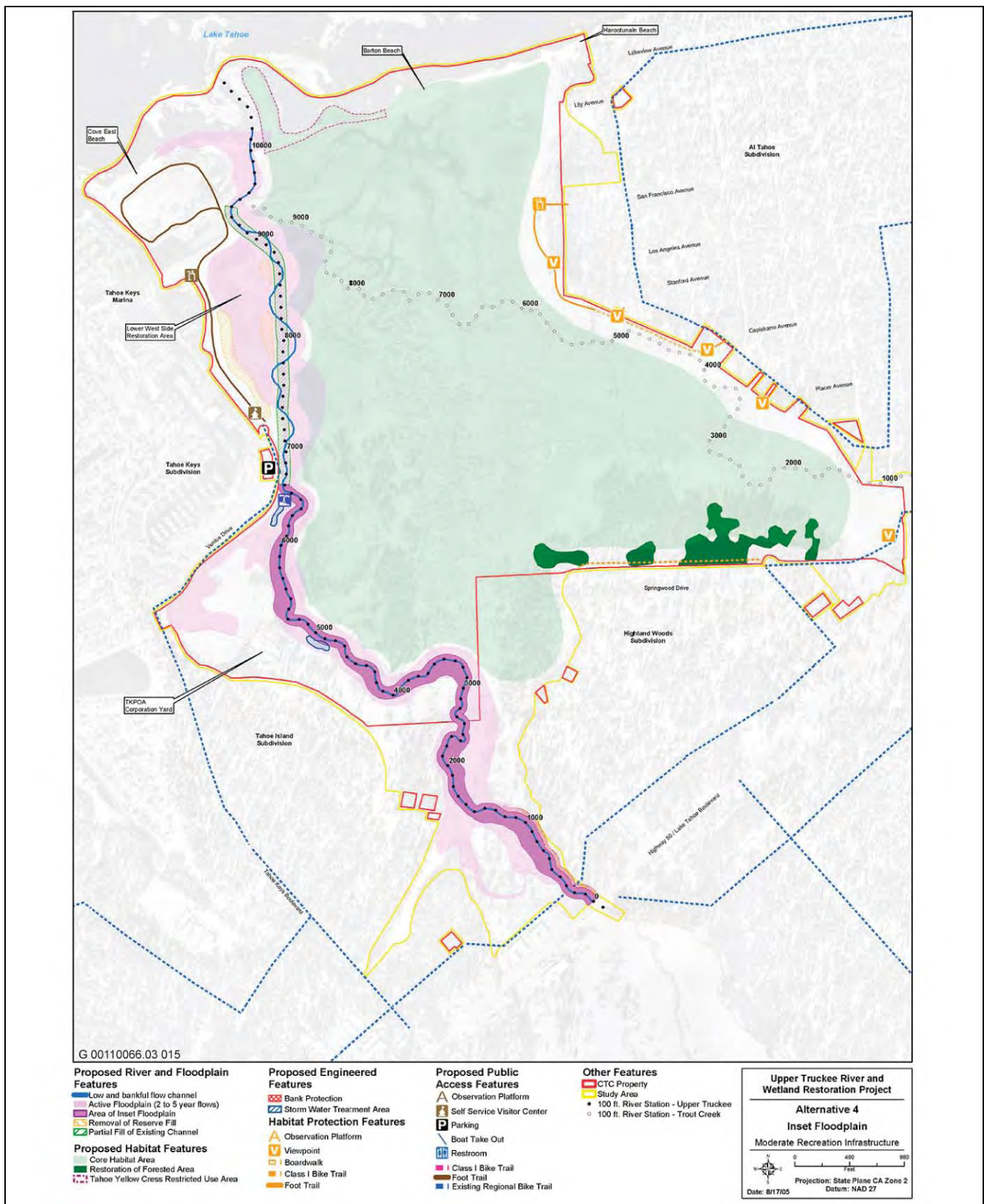




Source: ENTRIX 2005

### Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)

Exhibit 5



Source: ENTRIX 2005

## Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)

## Exhibit 6



- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. The lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. Local cut and fill would be used to re-contour the topography of the lagoon and decrease its depth.
- ▶ Constructing a full-service visitor and interpretive center on a Conservancy-owned parcel on high capability land near the end of Venice Drive and a small self-service visitor and interpretive center along the existing bike trail near Trout Creek Bridge. The full-service facility would be fully staffed and would likely require a concessionaire to support its maintenance costs. It could have office space included, for instance, for the Conservancy or an appropriate non-profit entity to rent. The full-service facility would contain public restrooms. A new parking lot would be located adjacent to the full-service visitor and interpretive center near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed due to prompted channel aggradation from the hydraulic structures, which would decrease channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Enhancing the existing trail alignment providing access to Cove East Beach by constructing a spur trail and boardwalk to an observation platform near the river mouth. The platform would provide a view across the river mouth and the meadow and lagoon to the east, as well as out across the lake. The boardwalk railings and its height above the ground would help keep people off the sandy areas during periods of low lake level.
- ▶ Constructing new trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Providing a raised boardwalk connection to the beach. An observation platform would be constructed at the end of the boardwalk to provide an overlook of the lake, beach, and the wetland, while discouraging entry onto the beach itself.
- ▶ Providing a raised boardwalk for both pedestrians and cyclists that would cross Trout Creek in the southern portion of the site, and link to existing bicycle trails at both ends. The boardwalk would allow visitors visual access into the meadow and to the lake beyond, while minimizing the disturbance that large numbers of hikers can have on meadow plants.
- ▶ Constructing a Class I bike trail along Venice Drive.
- ▶ Constructing a loop trail for both pedestrian and bicyclists through the wooded area north of Highland Woods.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges (“dunes”) at Cove East.

## **ALTERNATIVE 2. NEW CHANNEL – WEST MEADOW (MINIMUM RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 2 include:

- ▶ Excavating a new geomorphic bankfull capacity channel that re-establishes the existing meadow as an active floodplain. Most of the new channel alignment would be located east of the existing channel. A hydraulic structure would be constructed in the channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the new channel.
- ▶ Creating a sinuous, single thread bankfull channel excavated east of the LWS and straightened reach that has a sinuous planform, bankfull capacity, and active floodplain connection with the existing meadow surface.
- ▶ Constructing a new river mouth with a reduced capacity and higher bed elevation west of the existing location. This would provide the opportunity for a small area of beach restoration in the existing channel location. Since this area is prime Tahoe yellow cress habitat, it is anticipated that Tahoe yellow cress would expand in this beach restoration area.
- ▶ Maintaining a low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.

- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee River lagoon system prior to the construction of the Tahoe Keys development. The new lagoon would be constructed just west of the Upper Truckee River. At flow events greater than bankfull, water would overtop the river's banks and begin to flow into the lagoon. There would be no change to the dredged depth of the lagoon.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site. No new buildings, public restroom facilities, or additional buildings would be constructed.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing view points (on-grade or elevated as observation platforms) on the eastern margin of the site at the end of each of several streets where people currently access the site. The design intent of the view points would be to discourage pedestrians and their pets from entering the site.
- ▶ Maintaining the location of existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a river corridor barrier near the current river alignment to reduce wildlife disturbance.
- ▶ Removing fill behind Harootunian Beach to recreate lagoon and wet meadow conditions.
- ▶ Restoring sand ridges ("dunes") at Cove East.

### **ALTERNATIVE 3. MIDDLE MARSH CORRIDOR (MODERATE RECREATION INFRASTRUCTURE)**

Key elements specific to Alternative 3 include:

- ▶ Creating a new geomorphic bankfull capacity pilot channel to connect the river with the existing network of small channels in the middle of the marsh and re-establish an active floodplain on the existing meadow surface. A hydraulic structure would be constructed in the existing channel to facilitate the flow transition from the relatively low bed elevation of the existing incised channel to the higher bed elevation of the pilot

channel and existing meadow channels. No construction would occur within the main meadow's channel sections; the river flow paths would be dictated by natural processes.

- ▶ Using the existing river mouth location, but reducing its capacity by narrowing with local cut and fill and constructing a higher bed elevation with engineered grade controls that simulate the resistant horizontal layers in the subsurface.
- ▶ In the reach between U.S. 50 and the "Big Bend," maintaining the low-flow channel in the same alignment, and provide hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release. Options for additional high flow conveyance under U.S. 50 could include bored overflow conduits.
- ▶ Constructing a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfiguring the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The new lagoonal system would be analogous to what currently exists along Trout Creek, but on a larger scale and similar to the Upper Truckee lagoon system prior to the construction of the Tahoe Keys development. Limited re-contouring would be used to adjust the contours and edges of the lagoon.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Reconfiguring the channel dimensions and raising the streambed by encouraging aggradation behind the hydraulic structures would restore channel capacity.
- ▶ Re-routing the trail providing public access to Cove East Beach to west of the sailing lagoon on a new levee parallel to the marina channel. This would allow integration of the sailing lagoon into an Upper Truckee River-lagoon complex.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control the existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.

- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a loop trail for both pedestrians and cyclists through the wooded area north of Highland Woods.

#### **ALTERNATIVE 4. INSET FLOODPLAIN (MODERATE RECREATION INFRASTRUCTURE)**

Alternative 4 is fundamentally different from Alternatives 1 through 3 in that the existing streambed elevation would not be raised and no new channels would be excavated into the existing meadow/terrace surface. Key elements specific to Alternative 4 include:

- ▶ Excavating portions of the meadow surface along the corridor of the existing channel to create an inset floodplain that would increase active floodplain area and flood storage for small magnitude events.
- ▶ Using local cut and fill to reduce the width and capacity of the existing channel.
- ▶ Creating a sinuous, single thread bankfull channel constructed along a similar alignment as the straightened reach using local cut and fill.
- ▶ Using the existing river mouth location, but reducing its capacity by narrowing it with local cut and fill.
- ▶ Maintaining the low-flow channel in the same alignment, and providing hydraulic stress relief by excavating portions of the meadow/terrace separating the split channel branches to create areas for high flow release.
- ▶ Retaining the open connection between the sailing lagoon, the marina, and Lake Tahoe.
- ▶ Constructing a small self-service visitor and interpretive center just north of the cul-de-sac at the LWS. Public restrooms would be included as part of the visitor's center. A new parking lot would be located on a Conservancy-owned parcel near the end of Venice Drive.
- ▶ Developing an interpretive program and installing additional interpretive signage in appropriate locations throughout the site.
- ▶ Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular to the interior of the site. Wet swales and low mounds would also be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.



- ▶ Limiting the eastern trail to the most frequently accessed central portion of the border, and no connection is provided north across the wetland to the beach.
- ▶ Maintaining existing bicycle trails around the perimeter of the study area.
- ▶ Constructing a perimeter Class I bike trail along the southern border of the site intended to provide a bike trail connection.
- ▶ Creating a river corridor barrier near the current river alignment to reduce wildlife disturbance.

## **ALTERNATIVE 5. NO PROJECT/NO ACTION**

Under Alternative 5, no changes to the river or marsh would be implemented and existing conditions in the study area would be projected into the future.

## **POTENTIAL ENVIRONMENTAL EFFECTS**

The following subject areas include potential environmental effects associated with the range of alternatives identified above. These issues will be explored further during project scoping and during preparation of the draft EIR/EIS:

**Land Use.** Land use impacts to be addressed in the EIR/EIS/EIS include changes to onsite uses, land use compatibility, and community character. The EIR/EIS/EIS will also address consistency with the TRPA plan area statement (PAS) requirements (PAS 100 and 102).

**Hydrology, Geomorphology, and Water Quality.** Alternatives 1-4 would restore a portion of the Upper Truckee River with the intent to improve long-term water quality in the river and Lake Tahoe by reducing the reach's contribution of nutrients and suspended sediment to the river. Implementation of Alternatives 1-4 could create a risk that short-term increases in sediment load during the construction period. Best Management Practices and mitigation measures would be developed to address potential short-term impacts to water quality that are identified in the EIR/EIS/EIS. Restoration of the river channel would change the hydrologic and geomorphic processes of the river. The hydrologic analysis will focus primarily on assessing changes to flow patterns as related to changes in channel form and function, support of restoration objectives, and avoidance of any increase in flood hazard to developed land uses adjacent to the river. The geomorphic assessment will focus on potential short- and long-term changes in sediment fate and transport and landscape-scale factors. The EIR/EIS/EIS will also address long-term water quality monitoring needs.

**Biological Resources (Fisheries and Aquatic Resources, Vegetation and Wildlife).** Alternatives 1-4 include actions for enhancing or restoring native vegetation communities, protecting sensitive wildlife habitat areas from

excessive public use, and enhancing terrestrial and aquatic habitat values. These actions would affect the distribution, extent, and quality of sensitive and common biological resources on the project site. Each alternative was designed to result in long-term benefits to biological resources; however, construction of Alternatives 1-4 would remove or disturb terrestrial and aquatic habitats in some locations. Each alternative would result in changes in existing public access to and recreational uses of the project site, which would influence future patterns of disturbance on biological resources. The EIR/EIS/EIS will evaluate the potential indirect, direct, and cumulative effects of each alternative on: 1) existing vegetation communities, wildlife habitats, and aquatic resources; 2) common and ecologically significant vegetation, wildlife, and aquatic resources; and 3) special-status plant, wildlife, and aquatic species, including TRPA Special Interest Species. The relationship of project effects to TRPA thresholds for vegetation, wildlife, and fisheries will be evaluated.

**Earth Resources: Geology and Soils, and Land Capability and Coverage.** Alternatives 1-4 would involve grading and excavating for reconfiguration of a portion of the Upper Truckee River and changing site topography for restoration purposes, including filling portions of the existing, degraded channel. The EIR/EIS/EIS will describe potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated.

**Scenic Resources.** Alternatives 1-4 would result in the changes to natural elements that contribute to the scenic quality of the study area (e.g., river channel, river mouth, lagoon, vegetation), as well as changes related to the installation of recreation-related structures (e.g., trails, boardwalks, viewing points, visitor center). Visibility of these changes from the appropriate shoreline travel route on the lake and from U.S. 50, a TRPA-designated scenic travel route, will be determined. Potential impacts from construction and operation of the alternatives will be evaluated from sensitive viewpoints in or near the study area. Scenic effects will be evaluated in terms of visibility of the alternatives, alteration of the visual setting, sensitivity of viewpoints, and potential effects on TRPA scenic thresholds.

**Public Access and Recreation.** Construction and operation of Alternatives 1-4 would result in changes in existing public access to and recreational uses of the study area. The study area is surrounded by residential neighborhoods of South Lake Tahoe. PAS 102 on west side of the study area includes a priority for public access to the lake at Cove East Beach. PAS 100, which occupies the center and east side of the study area, emphasizes resources conservation. The location of a boat take-out site on the river differs among the alternatives, so impacts to paddling use of the river will be evaluated. The EIR/EIS/EIS will evaluate the changes to existing recreation areas and uses, the change to TRPA persons-at-one-time (PAOTs) allocations in the project area, the effect on TRPA recreation thresholds, trail connectivity, and river access and crossings.

**Cultural Resources.** The study area is located on undeveloped land. The EIR/EIS/EIS will analyze the potential for cultural resources to be located on or near the site and the potential for disturbance of known and/or undiscovered cultural resources due to implementation of the proposed alternatives. Also, the proposed action includes consideration of Native American cultural uses of the study area and how restoration can be compatible with and support those uses. The EIR/EIS/EIS process will include consultation with the Washoe Tribe and evaluation in accordance with Section 106 of the National Historic Preservation Act.

**Transportation, Parking and Circulation.** Alternatives 1-4 would generate short-term, construction-related traffic. Long-term traffic generated by the recreational components will also be discussed. The transportation analysis will include identification of major roadways that may be affected by the proposed alternatives, traffic volumes on those roadways, overall operating conditions, public transit routes that may be affected by the proposed alternatives, and major pedestrian or bicycle routes that may be affected by the proposed alternatives.

**Air Quality.** Alternatives 1-4 would involve construction emissions and generation of fugitive dust, as well as generate construction traffic in the area, contributing pollutants to the air basin. The EIR/EIS/EIS will include an assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions.

**Noise.** The EIR/EIS/EIS will assess potential short-term (i.e., construction) noise impacts, relative to sensitive receptors and their potential exposure. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. Long-term (i.e., operational) noise impacts, including increased noise from mobile, stationary, and area sources, will be assessed.

**Public Services and Utilities.** The public services and utilities section of the EIR/EIS/EIS will evaluate impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, police services, fire protection services, schools, and fire fuel management.

**Hazards and Hazardous Materials.** The EIR/EIS/EIS will assess whether potential hazardous materials may be located in the study area. The EIR/EIS/EIS will also address hazardous materials issues related to adjoining properties.

**Agricultural and Mineral Resources.** The proposed alternatives are not expected to affect agricultural or mineral resources in the study area. Existing resources will be verified and discussed in the EIR/EIS/EIS.

**Socioeconomics.** With the exception of recreation, discussed above, the proposed alternatives are not expected to significantly affect socioeconomic factors associated with the study area. The EIR/EIS/EIS will consider potential economic impacts related to implementation of the proposed alternatives.

**Growth Inducement.** The effects of the proposed alternatives on growth inducement will be addressed in the EIR/EIS/EIS; however, the proposed alternatives are not expected to induce or result in the growth of population in the region, cause an increase in demand for employment opportunities, or cause an increase in other public needs.

**Cumulative Effects.** The EIR/EIS/EIS will identify and describe recently approved and reasonably anticipated non-river related projects in the South Lake Tahoe area and vicinity of the Upper Truckee Marsh, other river restoration projects being contemplated for upstream reaches of the Upper Truckee River, and region-wide planning efforts currently underway (e.g., Pathway 2007, the total maximum daily load [TMDL] requirement being developed for the Upper Truckee River). The EIR/EIS/EIS will evaluate the combined effects of these activities with the proposed action.

**TRPA Threshold Carrying Capacities.** The EIR/EIS/EIS will include assessment of the proposed action's compliance with and contribution to the attainment of threshold carrying capacities adopted by TRPA.

## **INTENDED USES OF THE EIR/EIS/EIS**

The Conservancy, Reclamation, and TRPA will use this EIR/EIS/EIS to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed action for approval. The EIR/EIS/EIS will serve as the State's CEQA compliance document, as Reclamation's NEPA compliance document, and as TRPA's compliance document with respect to its Compact and Chapter 5 of the TRPA Code of Ordinances. State responsible and trustee agencies and federal cooperating agencies may also use this EIR/EIS/EIS, as needed, for subsequent discretionary actions.

## **PUBLIC SCOPING**

Public scoping meetings are being conducted to provide you with the opportunity to learn more about the proposed action and to express oral comments about the content of the EIR/EIS/EIS, in addition to your opportunity to submit written comments. The scoping meetings will be held at the following times and locations:

**Wednesday, October 11, 2006**

TRPA Advisory Planning Commission Meeting  
North Tahoe Conference Center  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=259>  
North Tahoe Conference Center  
8318 North Lake Boulevard  
Kings Beach, CA 96143

**Wednesday, October 25, 2006**

Governing Board Meeting  
Tahoe Regional Planning Agency  
See agenda item at:  
<http://www.trpa.org/default.aspx?tabid=258>  
128 Market Street  
Stateline, NV 89449

**Tuesday, October 24, 2006**

12:00 p.m. – 2:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150

**Tuesday, October 24, 2006**

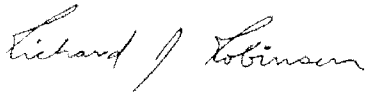
6:00 p.m. – 8:00 p.m.  
Inn By The Lake  
3300 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150



Project Manager, TRPA

October 3, 2006

Date



Program Manager, California Tahoe Conservancy

October 3, 2006

Date

## **SECTION C**

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Upper Truckee Updates





# UPPER TRUCKEE UPDATE

## Public Meetings

Tuesday, October 24, 2006  
Public Scoping Meetings

12:00 p.m. – 2:00 p.m.

6:00 p.m. – 8:00 p.m.

*Inn by the Lake*  
*3300 Lake Tahoe Blvd.*  
*South Lake Tahoe, CA 96150*

Wednesday, October 25, 2006  
TRPA – Governing Board Meeting

9:30 a.m.

See agenda item at:  
<http://www.trpa.org>

*Tahoe Regional Planning Agency*  
*128 Market Street*  
*Stateline, NV 89449*

## The Environmental Review Process

- Preparation of an *Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS*
- This review identifies environmental impacts that might result from a project and what can be done to reduce or *mitigate* any significant effects. Possible impacts include: traffic circulation, water quality, archaeological resources, vegetation and wildlife. Public and agency review and comment begins October 2006. Alternatives will be analyzed to identify a preferred alternative at the end of the process in 2008



For additional information about this restoration project and the Wildlife Program please contact:

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State of California  
The Resources Agency  
Arnold Schwarzenegger, Governor

## UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT

This newsletter is the second in a series of periodic issues that will guide you through the *\*California Tahoe Conservancy's* process of restoring the Upper Truckee Marsh, one of the largest wetlands remaining in the Sierra Nevada Range.

The Upper Truckee River has been severely impacted by human development. The river was put in a ditch to allow for construction of the Tahoe Keys. This has resulted in an eroding river, lowered groundwater and a dry, non-functional meadow.

The Conservancy will begin the environmental review process to restore the river with the first of several public meetings (see back page for dates, time and location). The project objectives (listed in the box to the right) will guide you through the proposed alternatives for river restoration.

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### Project Objectives:

- Restore natural and self-sustaining river and floodplain processes and functions
- Protect, enhance and restore naturally functioning habitats
- Restore and enhance fish and wildlife habitat quality
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- Protect and, where feasible, expand *Tahoe Yellow Cress* populations
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- Design with sensitivity to the site's history and cultural heritage
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*The Tahoe Basin contains a rich diversity of fish, wildlife, and native plants. Flycatchers, warblers, mallards, and other waterfowl feed in the basin's marshes and meadows. Ospreys nest on lakeside snags; bald eagles roost in winter forest. Rainbow, brook, and brown trout dart about in the basin's streams. Hundreds of brick-red kokanee salmon run up Taylor Creek to spawn, and huge Mackinaw swim in the depths of Lake Tahoe itself.*

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## DRAFT RESTORATION ALTERNATIVES

The Upper Truckee River and Marsh Restoration Project team has assembled a set of four draft alternatives for the restoration of the Upper Truckee River and Marsh. These alternatives draw on years of work by the Conservancy in developing an understanding of the site, on recent compilation of existing information regarding the physical and ecological processes at work on the site, the results of the restoration design session held in June 2003 and numerous meetings with members of the public.

The Upper Truckee Marsh is located along the south shore of Lake Tahoe. The study area is approximately 592 acres and includes parcels owned by the California Tahoe Conservancy and other public and private entities. The study area includes the mouths of Trout Creek and the Upper Truckee River, wetland and upland habitats, and a restored wetland area known as Lower West Side. The Lower West Side project site is located in the 24-acre Cove East, the western portion of the study area, just east of Tahoe Keys Marina. This area was the first component of the Upper Truckee River and Marsh Restoration Project to be implemented. During the summers of 2001 and 2002, approximately 11 acres of former wetland, which was filled during Tahoe Keys construction, was excavated and wetland restoration was initiated.

### Among the considerations that guided the process of assembling these alternatives were the following:

- Each alternative is conceived of as a “full-spectrum” alternative; each is intended to address, to varying degrees, all project objectives.
- Many of the individual concepts shown in each alternative are modular and could be transferred to other alternatives.
- Draft alternatives were assembled to embody a diverse range of concepts for particular components of the plan.
- Each alternative is intended to be a feasible alternative that the Conservancy could realistically construct.
- Alternatives were developed within the bounds set by the various critical constraints identified and mapped earlier in the planning process.

### Common Elements

Each of the four alternatives has common river restoration elements. These include: 1) reestablishing an active floodplain connection for the river, 2) replacement of the straightened channel adjacent to the Lower West Side with a new, sinuous channel with a bankfull capacity, 3) reducing the size of the river mouth to limit backwater effects from Lake Tahoe, and 4) the development of treatments to control the accelerated bank erosion downstream of the bridge. Three of the four alternatives also propose re-establishing a river-overflow lagoon at Cove East.



### Reestablish an Active Floodplain

The overall objective of river restoration in all four alternatives is to decrease channel capacity and reestablish the channel’s connection to an active floodplain. This will increase the frequency and duration of *overbank* flows and allow the deposition of suspended sediment onto the meadow. These restored river processes will enhance plant communities, aquatic and terrestrial habitat, water quality, and the ecological value of the site.

The Upper Truckee River between the Highway 50 Bridge and the straightened reach is incised and over-widened. Because of this channel degradation, the river can convey, on average, 800 to 1,000 cubic feet per second (cfs) in the channel before water begins to overtop the banks and flow out onto the meadow. A reduction in channel capacity would increase the frequency of overbank flow, resulting in a beneficial increase in local groundwater levels and deposition of suspended sediment on the floodplain. Deposition removes the microscopic sediment particles that diminish lake clarity and allows nutrients, such as phosphorous and nitrogen, to be utilized by the wetland plants that are then in turn used by wildlife. All four alternatives propose actions for reducing the channel capacity and reestablishing an active *floodplain*.

Each alternative replaces the existing straightened channel by reducing the width of the channel and decreasing the distance between the channel’s streambed and floodplain surface. These objectives are accomplished differently in each alternative.

- Alternative 1 - Raise the bottom of the stream in the existing channel closer to the existing meadow surface.
- Alternative 2 – Excavate a new channel that flows out of its banks every other year or so and reestablishes the existing meadow as a naturally functioning floodplain. Most of the new channel alignment would be located east of the existing channel

- Alternative 3 - Create a new channel in the middle of the marsh. A new channel would be excavated to connect the remnant channels in the middle of the marsh to the Lower West Side. Two channels would be constructed through the Lower West Side, with the west channel flowing into and out of a redesigned lagoon (“Sailing Lagoon”) west of the river mouth.
- Alternative 4 - Different from the other alternatives in that the existing meadow surface would not be reestablished as the active floodplain. Instead, portions of the meadow surface would be excavated along the corridor of the existing channel to create an inset floodplain.
- Alternative 5 – No project / No action

### New Sinuous Channel in Straightened Reach

The incision and excess capacity of the straightened channel have converted the meadow from an active floodplain to an area that is infrequently inundated. The straightened channel also has poor diversity of flow velocity and often lacks sufficient suitable habitat to support healthy aquatic life. All four alternatives replace the existing straightened reach near the LWS with a new channel that has a sinuous *planform*, bankfull capacity, and active *floodplain* connection with the existing meadow surface. The alternatives mostly differ in their alignment of the new channel. The key restoration actions for each alternative are:

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- Alternative 4 – Construct a single channel that flows out of the stream bank every 2.5 years along a similar alignment as the straightened reach using local cut and fill.

### Recreation and Access

Overlain on the four river restoration concepts shown in the alternative plans are a range of ideas for managing public access to and recreational use of the site. These ideas are expressed at three levels of intensity of development of recreation-related infrastructure:

- Alternative 1 displays a potential “maximum” level of infrastructure development
- Alternative 2 shows a “minimum” level of infrastructure development
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In most cases, there is no necessary connection between the recreation and public access approach included in a particular alternative and the river restoration ideas in that alternative. Many of the recreation and access elements, and the different intensities of infrastructure development could be implemented with any of the four river restoration ideas. All ideas for recreation infrastructure development were conceived within the context of existing land use regulations and Conservancy purposes in acquiring the property. Land east of the existing alignment of the Upper Truckee River is to be used as wildlife habitat, and even the maximum recreation alternative recognizes this. However, visitors are currently accessing this area and any future plan must contain provisions to direct and manage existing use. Cove East Beach and adjacent lands west of the current river alignment are presently much more heavily used by the public, and this use would continue in any future restoration scenario.



### Getting Involved

The planning process provides two key opportunities for the public to become involved in the development of the project. Public "scoping" takes place at the beginning of the process when the planning effort is announced. During scoping the public is asked to raise questions and concerns to help the design team identify the major issues to be addressed in the environmental review document. With the release of the draft document the public is provided the opportunity to examine the project alternatives and present comments. The comments are then analyzed and may be used to revise portions of the draft document and guide the development of the preferred alternative.

For more information about how to get involved in the Upper Truckee planning process, to view maps of the alternatives, and provide comments, visit the project web site at

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# UPPER TRUCKEE UPDATE

## Public Meetings

*Future Public Meetings have not yet been scheduled. Several meetings are being planned for late Winter 2006 and throughout most of 2007. Your questions, comments and suggestions are very important in choosing the preferred alternative for the project. The environmental documentation process will likely take about a year and a half so there is ample time to attend public meetings and make comments. Look for future mailings, newspaper notices, and meeting presentation dates. All are welcome and everyone's thoughts are greatly appreciated. See you at the meetings.*

*Our website [www.uppertruckeemarsh.com](http://www.uppertruckeemarsh.com) will be updated regularly.*

## The Environmental Review Process

- Preparation of an **Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS**
- This review identifies environmental impacts that might result from a project and what can be done to reduce or **mitigate** any significant effects. Possible impacts include: traffic circulation, water quality, archaeological resources, vegetation and wildlife. Public and agency review and comment begins October 2006. Alternatives will be analyzed to identify a preferred alternative at the end of the process in 2008



For additional information about this restoration project and the Wildlife Program please contact:

Jacqui S. Grandfield, University of California Consultant  
Wildlife Habitat Enhancement Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, California 96150  
(530) 543-6048  
[jgrandfield@tahoecons.ca.gov](mailto:jgrandfield@tahoecons.ca.gov)



State of California  
The Resources Agency  
Arnold Schwarzenegger, Governor

## UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT

This newsletter is the second in a series of periodic issues that will guide you through the \**California Tahoe Conservancy's* process of restoring the Upper Truckee Marsh, one of the largest wetlands remaining in the Sierra Nevada Range.

The Upper Truckee River has been severely impacted by human development. The river was put in a ditch to allow for construction of the Tahoe Keys. This has resulted in an eroding river, lowered groundwater and a dry, non-functional meadow.

The Conservancy will begin the environmental review process to restore the river with the first of several public meetings (see back page for dates, time and location). The project objectives (listed in the box to the right) will guide you through the proposed alternatives for river restoration.

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## **SECTION D**

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Newspaper Advertisement

Legal Notice





**The California Tahoe Conservancy invites you to attend one (or all) of three upcoming meetings to comment and provide input for the restoration of the Upper Truckee Marsh. The environmental review process has begun and public input is essential to the overall success of this project.**

The Upper Truckee River and Marsh, located directly east of the Tahoe Keys Marina, has been severely impacted by human development. The river was put in a ditch to allow for construction of the Tahoe Keys, resulting in an eroding river, lowered groundwater and a dry, non-functional meadow.

The California Tahoe Conservancy, the United States Department of the Interior Bureau of Reclamation and the Tahoe Regional Planning Agency are preparing a joint Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project.

The Conservancy will begin the environmental review process to restore the river and marsh with the first of several public meetings. The project objectives presented at these meetings will guide you through four proposed alternatives for river restoration (a fifth alternative is no project/no action).

Public scoping meetings are being conducted to provide you with the opportunity to learn more about the proposed action and to express oral comments about the content of the EIR/EIS/EIS, in addition to your opportunity to submit written comments. The scoping meetings will be held at the following times and locations:

**Tuesday, October 24, 2006**  
**12:00 p.m. – 2:00 p.m.**  
**Inn By The Lake**  
**3300 Lake Tahoe Blvd.**  
**South Lake Tahoe, CA 96150**

**Tuesday, October 24, 2006**  
**6:00 p.m. – 8:00 p.m.**  
**Inn By The Lake**  
**3300 Lake Tahoe Blvd.**  
**South Lake Tahoe, CA 96150**

**Wednesday, October 25, 2006**  
**Governing Board Meeting**  
**Tahoe Regional Planning Agency**  
**See agenda item at:**  
**<http://www.trpa.org/default.aspx?tabid=258>**  
**128 Market Street**  
**Stateline, NV 89449**

Interested persons may download copies of the Notice of Preparation (NOP) through the TRPA and the California Tahoe Conservancy websites at: <http://trpa.org/default.aspx> ? and [www.uppertruckeemarsh.com](http://www.uppertruckeemarsh.com). The Notice of Intent (NOI) filed with the Department of the Interior can be accessed through the Federal Register: [www.gpoaccess.gov/fr/index.html](http://www.gpoaccess.gov/fr/index.html) . Additional information can be obtained from:

State of California  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Contact: Jacqui Grandfield, UC Consultant, Wildlife Program  
Phone: (530) 542-5580  
Fax: (530) 542-5591  
Email: [jgrandfield@tahoecons.ca.gov](mailto:jgrandfield@tahoecons.ca.gov)

Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89448  
Contact: Mike Elam, Associate Environmental Planner  
Phone: (775) 588-4547 ext.308  
Fax: (775) 588-4527  
Email: [MElam@trpa.org](mailto:MElam@trpa.org)







## **SECTION E**

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Scoping Meeting Presentation





# Upper Truckee River and Marsh Restoration Project

EIR/EIS/EIS Public Scoping Meetings  
October 24, 2006



California Tahoe Conservancy  
Department of General Services



EDAW

ENTRIX

# Purpose and Need

The need for the project originates from the environmental degradation that the Upper Truckee River has historically experienced as a result of human alterations to the river and watershed.

The purpose of the proposed action is to restore natural geomorphic processes and ecological functions in this lowest reach of the Upper Truckee River and the surrounding marsh to improve ecological values of the study area and help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.







# Key Accomplishments

- Constructed Lower West Side Restoration as a first-phase project in 2001/2002.
- Evaluated existing natural processes and functions of the river and marsh in 2000 and 2001
- Defined restoration opportunities and constraints in 2002 and 2003
- Conducted a design charrette in 2003 to receive input on priorities, concerns, and design ideas.

# Key Accomplishments

- Conducting hydraulic modeling to support the development and evaluation of alternatives.
- Developed and evaluated four conceptual alternatives in 2004 and 2005.
- Held regulatory agency review of alternative concepts for key regulatory requirements in 2005.
- Further refined and evaluated the alternatives, and prepared Concept Plan Report (July 2006).



# Presentation Objectives

- Share information about the proposed project and the project alternatives
- Describe the environmental review process and timeline
- Seek public and agency stakeholder input on the content and scope of the environmental analysis

# **Environmental Review Requirements and Lead Agencies**

- Project subject to
  - California Environmental Quality Act (CEQA)
  - National Environmental Policy Act (NEPA)
  - Tahoe Regional Planning Agency (TRPA) Compact and Code of Ordinances (Chapter 5)
- Project-level Joint EIR/EIS/EIS
  - CEQA lead agency: California Tahoe Conservancy (Conservancy)
  - NEPA lead agency: U.S. Bureau of Reclamation (Reclamation)
  - TRPA

# Why Conduct Environmental Review?

- Disclose environmental impacts and compare alternatives
- Identify alternatives and/or mitigation to reduce significant effects
- Assess relationship of project to TRPA thresholds
- Disclose agency decision making
- Enhance public participation

# Project Objectives

Objective 1. Restore natural and self-sustaining river and floodplain processes and functions

Objective 2. Protect, enhance, and restore naturally functioning habitats

Objective 3. Restore and enhance fish and wildlife habitat quality

Objective 4. Improve water quality through enhancement of natural physical and biological processes

Objective 5. Protect and, where feasible, expand Tahoe yellow cress populations



## **Project Objectives** (continued)

Objective 6. Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach

Objective 7. Avoid increasing flood hazard on adjacent private property

Objective 8. Design with sensitivity to the site's history and cultural heritage

Objective 9. Design the wetland/urban interface to help provide habitat value and water quality benefits

Objective 10. Implement a public health and safety program, including mosquito monitoring and control

# **Preliminary EIR/EIS/EIS Alternatives**

- Alternative 1. Channel Aggradation and Narrowing  
(Maximum Recreation Infrastructure)
- Alternative 2. New Channel – West Meadow  
(Minimum Recreation Infrastructure)
- Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)
- Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)
- Alternative 5. No Project/No Action

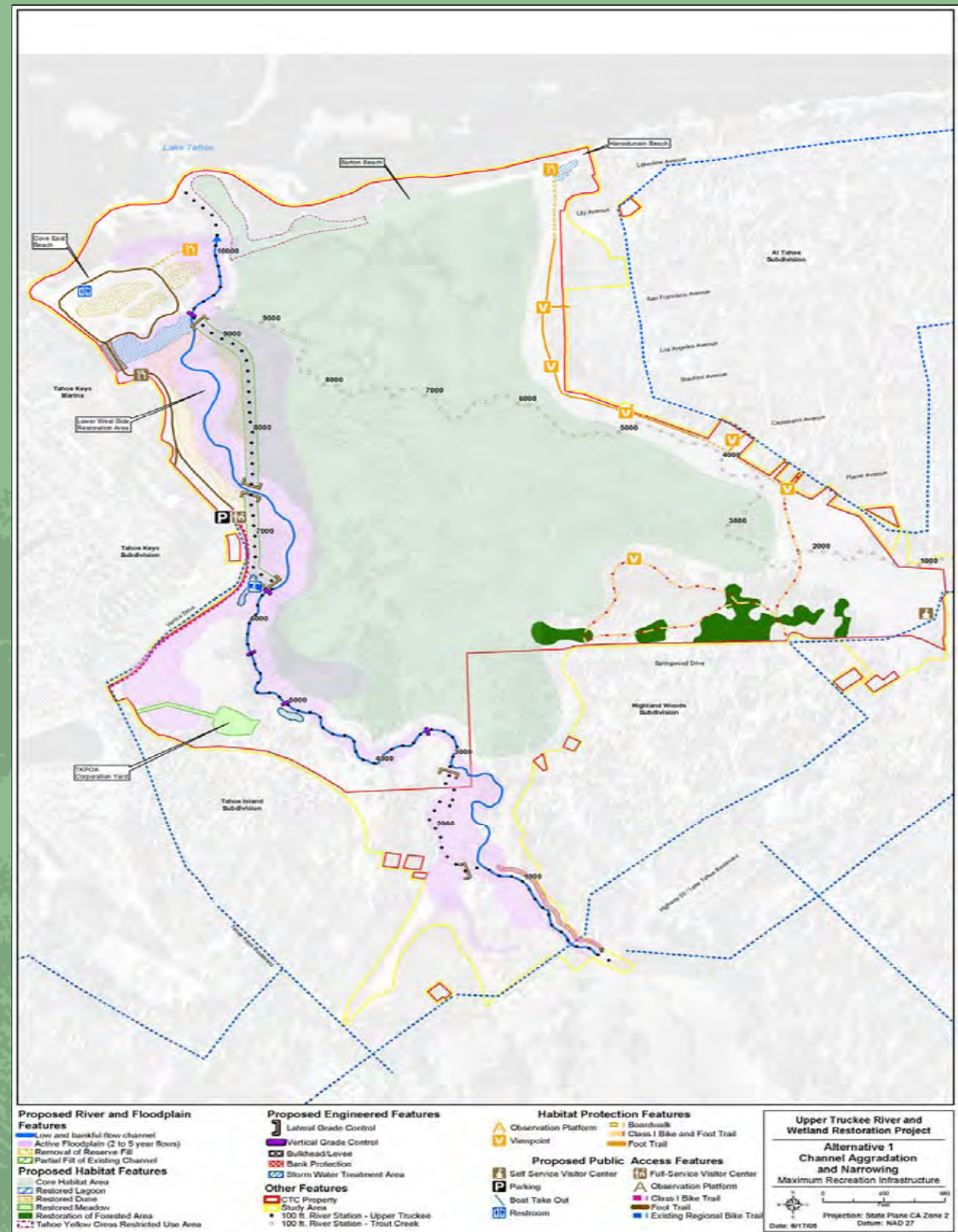
## **Recreation/Public Access**

Recreational/public access components are ‘modular’ and could be transferred between alternatives, or recombined after environmental review to formulate different variations of the alternatives.

The level of public access and recreational facilities included in the alternative selected for implementation would need to be compatible with that alternative’s river and marsh restoration strategy.



## Alternative 1.

Channel Aggradation  
and Narrowing(Maximum Recreation  
Infrastructure)

## **Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure)**

- Raise the bed elevation of the existing channel.
- Sinuous, single thread channel excavated through the LWS.
- Reduce capacity of river mouth (existing location).
- Reconfigure two sections of split channel.
- Reconfigure the relationship between the sailing lagoon and the Upper Truckee River.
- Full-service visitor and interpretive center

# **Alternative 1. Channel Aggradation and Narrowing (Maximum Recreation Infrastructure) (cont'd)**

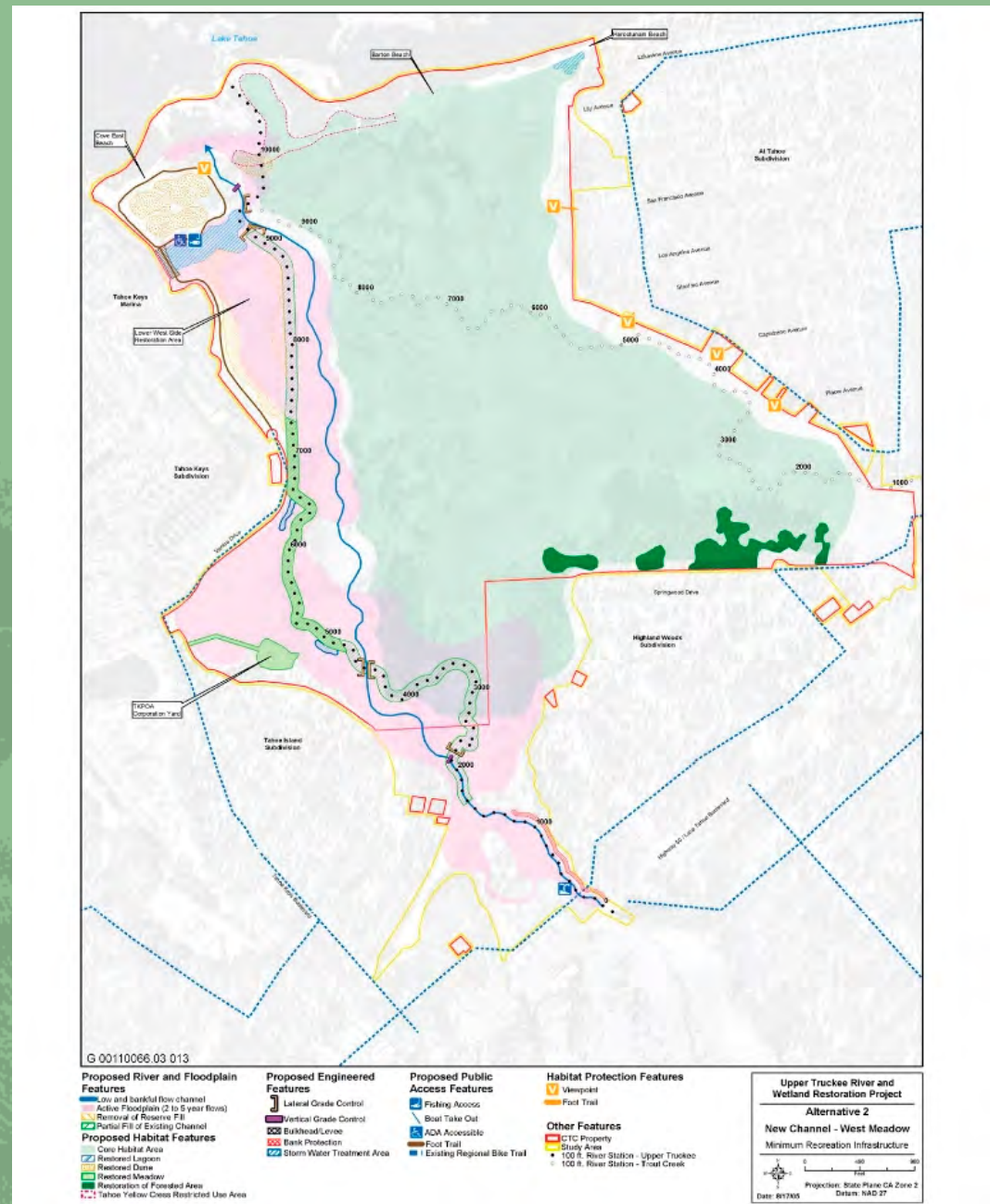
- New trails and boardwalks.
- Pedestrian/bicycle loop trail north of Highland Woods.
- Construct a river corridor barrier near the current river alignment.
- Remove fill behind Harootunian Beach.
- Restore sand ridges (“dunes”) at Cove East.



Alternative 2.

New Channel – West Meadow

(Minimum Recreation Infrastructure)



## **Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure)**

- New geomorphic bankfull capacity channel.
- Sinuous, single thread channel excavated east of the LWS.
- Reduce capacity of river mouth (new location)..
- Excavate portions of the meadow/terrace separating the split channel.
- Reconfiguring the relationship between the sailing lagoon and the Upper Truckee River.
- Interpretive program and signage.

## **Alternative 2. New Channel – West Meadow (Minimum Recreation Infrastructure) (cont'd)**

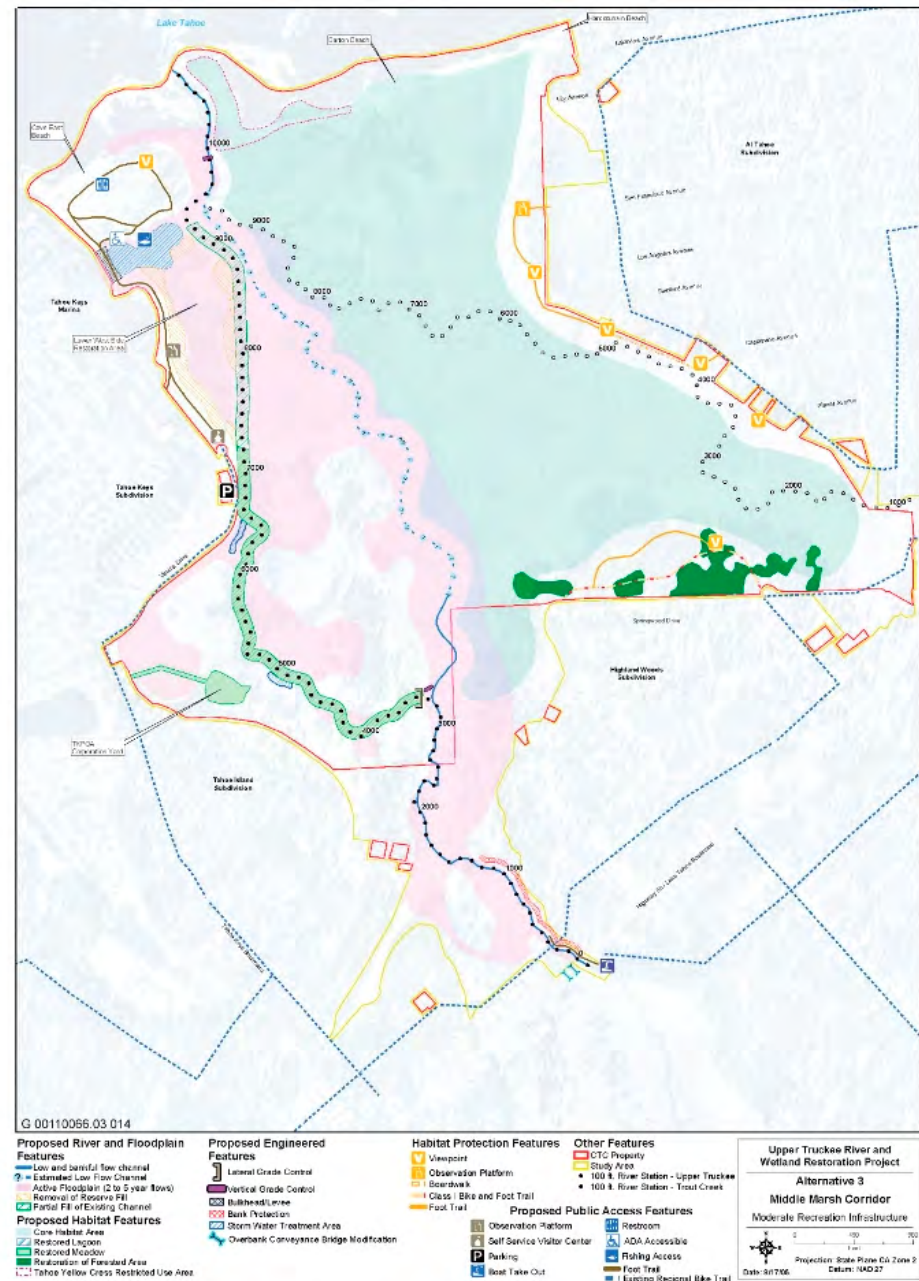
- Re-route public access trail.
- View points on the eastern margin of the site.
- Maintain existing bicycle trails around the perimeter of the study area.
- Construct a river corridor barrier near the current river alignment.
- Remove fill behind Harootunian Beach
- Restore sand ridges (“dunes”) at Cove East.



Alternative 3.

Middle Marsh Corridor

(Moderate Recreation Infrastructure)



## **Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure)**

- New geomorphic bankfull capacity pilot channel.
- Reduce capacity of river mouth (existing location).
- Maintain the low-flow channel between US 50 and the “Big Bend.”
- Reconfigure the relationship between the sailing lagoon and the Upper Truckee River.
- Small visitor/interpretive center.
- Interpretive program and signage.

## **Alternative 3. Middle Marsh Corridor (Moderate Recreation Infrastructure) (cont'd)**

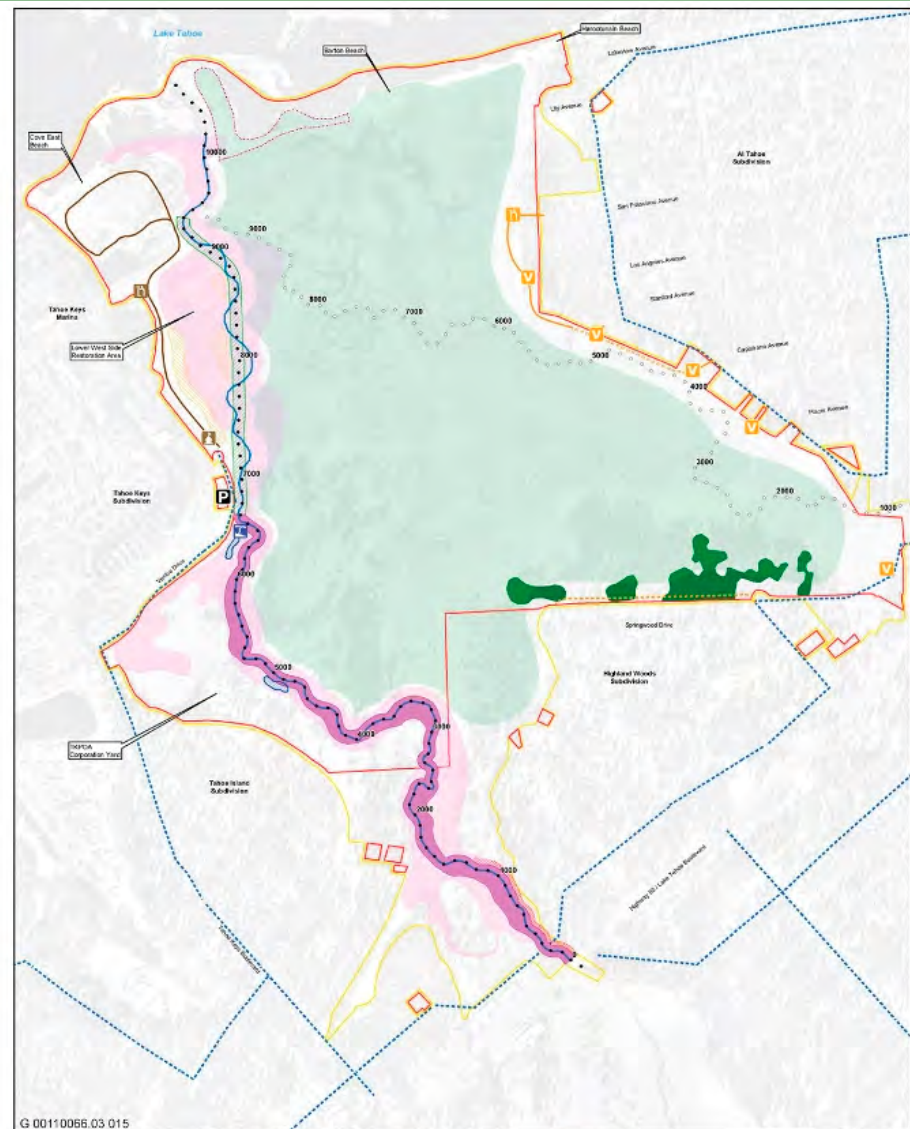
- Re-route public access trail.
- Trails and boardwalks along the eastern perimeter of the site.
- No trail connection across the wetland.
- Maintain existing bicycle trails around the perimeter of the study area.
- Pedestrian/bicycle loop trail north of Highland Woods.



Alternative 4.

Inset Floodplain

(Moderate Recreation Infrastructure)



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**Proposed River and Floodplain Features**

- Low and bankfull flow channel
- Active Floodplain (2 to 5 year flood)
- Area of Inset Floodplain
- Removal of Reserve F&B
- Partial Fill of Existing Channel

**Proposed Habitat Features**

- Core Habitat Area
- Restoration of Forested Area
- Truckee Yellow Cross Restricted Use Area

**Proposed Engineered Features**

- Bank Protection
- Stream Water Treatment Area

**Habitat Protection Features**

- Observation Platform
- Viewpoint
- Boardwalk
- Class I Bike Trail
- Foot Trail

**Proposed Public Access Features**

- Observation Platform
- Self Service Visitor Center
- Parking
- Boat Take Out
- Restroom
- Class I Bike Trail
- Foot Trail
- Existing Regional Bike Trail

**Other Features**

- CTC Property
- Study Area
- 100 ft River Station - Upper Truckee
- 100 ft River Station - Trout Creek

**Upper Truckee River and Wetland Restoration Project**

**Alternative 4**

**Inset Floodplain**

**Moderate Recreation Infrastructure**

Scale: 0 to 100 feet

Projection: State Plane CA Zone 2

Date: 01/1/05

Debut: NAD 27

## **Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure)**

- Excavate meadow surface along existing channel.
- Reduce capacity of river mouth (existing location).
- Sinuous, single thread bankfull channel (similar alignment).
- Maintain the low-flow channel in the same alignment.
- Retain the open connection between the sailing lagoon, the marina, and Lake Tahoe.
- Small self-service visitor/interpretive center.

## **Alternative 4. Inset Floodplain (Moderate Recreation Infrastructure) (cont'd)**

- Interpretive program signage along the eastern perimeter of the site.
- No connection is provided north across the wetland.
- Maintain existing bicycle trails around the perimeter of the study area.
- Construct a perimeter Class I bike trail along the southern border of the site.
- Create a river corridor barrier near the current river alignment.



## **Alternative 5. No Project/No Action**

- Existing conditions projected into the future



# **EIR/EIS/EIS Content**

- All alternatives will be evaluated; preferred alternative recommended in Final EIR/EIS/EIS
- Full scope of environmental issues
- Combined CEQA/NEPA/TRPA requirements, including contribution to threshold attainment

# Environmental Process Timeline

NOP and NOI Issued	October 4, 2006, October 19, 2006
Public Scoping Period for NOP/NOI Ends	November 2, 2006
Alternatives Refinement and Environmental Analysis	Fall 2006 – Winter 2007
Public Information Meeting	Winter/Spring 2007
Draft EIR/EIS/EIS Released, Public Meetings and Review Period	Spring 2007
Final EIR/EIS/EIS Issued (Response to Public/Agency Comments)	Summer/Fall 2008 (tentative)
Final EIR/EIS/EIS Certified, Project Decisions (CEQA NOD, NEPA ROD)	Fall 2008/Winter 2009 (tentative)

# Project Information

For project information throughout the EIR/EIS/EIS process:

- Visit the project website at:  
[www.uppertruckeemarsh.com](http://www.uppertruckeemarsh.com)
- Upper Truckee Updates
- Email the Conservancy at:  
[upper\\_truckee\\_marsh@tahoecons.ca.gov](mailto:upper_truckee_marsh@tahoecons.ca.gov)





# Upper Truckee River and Marsh Restoration Project

Thank you for your participation!



EDAW

ENTRIX





## **SECTION F**

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TRPA APC and GB Meeting Notes

TRPA Advisory Planning Commission Meeting  
(October 11, 2006)

TRPA Governing Board Meeting  
(October 25, 2006)



## ***Final – 11/29/06***

### **UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT EIR/EIS/EIS**

#### **TRPA ADVISORY PLANNING COMMISSION SCOPING MEETING**

#### **SUMMARY COMMENT NOTES**

DATE: Wednesday, October 11, 2006

TIME: 9:30 am

LOCATION: Kings Beach Conference Center

ATTENDEES:

Rick Robinson, CTC	Curtis Alling, EDAW
Jacqui Grandfield, CTC	Gina Hamilton, EDAW
Mike Elam, TRPA	Mike Rudd, Entrix
APC Members	

**Meeting Purpose:**

Environmental document scoping meeting with the Tahoe Regional Planning Agency Advisory Planning Commission.

**Major Points Expressed in Comments:**

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
		<b>Presentations</b>
Mike Elam, TRPA		Introduced project, mentioned other UTR projects. Project team is initiating public scoping process.
Rick Robinson, CTC		Project background and history.
Curtis Alling, EDAW		Notice of Preparation, project out to public. Introduced project team members.  EIR/EIS/EIS. Purpose & Need, historical disturbances. Objectives. Alternatives.  Project objectives. Alternative Descriptions. No preferred alternative. Content of environmental document. Public involvement. Timeline
Teri Jamin, City of South Lake Tahoe		City is interested in this project. Wants recreation available to people on both sides of the river, if not available, people will “make it available”.

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
Alan Tolhurst, Chairman, El Dorado County Supervisor		Encouraged recreation.
Lauri Kemper, Lahontan RWQCB		<p>What about the Tahoe Keys Corporation yard?</p> <p>Rick: The Tahoe Keys Property Owners Association (TKPOA) has a 99 year lease for the yard. Restoration would involve cooperation of TKPOA. Discussions are in the works.</p> <p>Supports relocating corporation yard. Complaints from public to RWQCB. Encourages Rick to work with TKPOA to find new location.</p> <p>Rick: Actively looking for new location for corporation yard.</p>
Lauri Kemper		Encourages TRPA to find a better site for corporation yard.
Rick Robinson		Lahontan staff is involved in the project.
Lauri Kemper		Lahontan staff is involved in design of restoration, quantitative load reductions. Hoping EIS will discuss quantification of impacts/changes during construction, turbidity. Need a certain level of detail.
Rick Robinson		Looking forward to Lahontan staff involvement
Shane Romsos, TRPA		<p>The project should consider: Non-native species issues related to the lagoon and other areas. Also, coordination with other projects [on UTR].</p> <p>Rick: Coordinating with other agencies working on other reaches.</p> <p>Feasibility of reconnecting water supply to Pope Marsh?</p> <p>Rick: Would require an active pumping system, probably not feasible to reconnect. TKPOA has looked into this to some degree. Maintenance of such a system = high cost. Not part of this project.</p> <p>Encourage potential for building this into alternatives to help Pope Marsh.</p> <p>Environmental document should consider bald eagle thresholds.</p>

Comment by:	#	Description of Major Points, Decisions or Actions:
Alan Tolhurst		<p>Oxbows near airport. Asks about current UTM diagrams.</p> <p>Rick: Conceptual/representative graphics – schematics for the environmental process.</p> <p>EIR/EIS/EIS including flooding projections?</p> <p>Rick: Yes, including WQ benefits and existing housing in 100 year floodplain. Mentioned flooding objective.</p> <p>Hurricane Katrina actually resulted in some benefits to wetlands.</p> <p>Rick: Breaches in levees can benefit wetland systems, lead to sediment accumulation. Flat areas in systems collect sediment. Currently: No sediment collection.</p> <p>Hoping for modeling of existing deposition and change due to project</p>
Shane Romsos		Chapter 5 of the watershed assessment identifies this area as an ecologically significant threshold marsh system.
Virginia Mahacek		<p>Shane asked about Pope Marsh. Discusses in the Process &amp; Functions study [for the UTM], difficult to reconnect. Pope Marsh is groundwater supported. New studies would be needed for Pope.</p> <p>Lauri mentioned evaluation of WQ performance. Dependent on Concepts modeling timing, including simulation of No Project/No Action. Concepts modeling <i>may</i> provide info for alternatives; may not. The Marsh is difficult to model.</p> <p>Alan mentioned the airport reach and sinuosity. The valley [where the airport reach is located] seems flat but the Marsh is the flattest spot. Near the airport: an alluvial valley stream reach. The Marsh is a transition area; marsh/delta area. Difficult to model behavior in this reach. Somewhat represented by single-channel modeling but not exactly. Current UTM graphics: Actual channel will not be highly sinuous.</p>
Alan Tolhurst		<p>When you engineer changes in the stream, the stream will take its own course at that point?</p> <p>Virginia: Yes. Alt 1 nudges the stream. Alt 2, construction/future dynamics. Alt 3, facilitating the channel taking over marsh. Different levels of predictability and long-term needs. We will model. But modeling has limitations. Need to consider natural dynamics. The barrier beach is part of the process and design.</p>
Lauri Kemper		<p>Benefit of Alt 3 = using the naturally functioning marsh there today. Well protected due to less disturbance. More concerned about alternatives [that place the channel] at the edge [of the site].</p> <p>Virginia: It's a trade off: Predictability and engineering.</p>

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
John Singlaub, TRPA Executive Director		<p>Things have to happen in the next few years. Boardwalks – design implications?</p> <p>Virginia: We'll need to investigate how realistic some changes are (boardwalking, boat takeout locations).</p>
		<b>Public Comments</b>
Michael Donahoe, Sierra Club		<p>Great project. The environmental benefits should be outstanding.</p> <p>The Sierra Club's mission is to explore, enjoy and protect natural resources. Major mission: enjoyment participating in recreation, public outings. Encourage creating a system where the public can enjoy the area, not create rogue trails that will destroy source.</p> <p>Looking at public process and public access. Should look at what's good for local access but this is also a national resource. Public access may be limited to serve environmental benefits.</p>



## ***Final – 11/29/06***

### **UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT EIR/EIS/EIS**

#### **TRPA GOVERNING BOARD SCOPING MEETING**

#### **SUMMARY COMMENT NOTES**

DATE: Wednesday, October 25, 2006  
TIME: 9:30 a.m.  
LOCATION: TRPA Governing Board Rooms, Stateline, NV

ATTENDEES:

Mike Elam, TRPA	Sydney Coatsworth, EDAW
Rick Robinson, CTC	Gina Hamilton, EDAW
Mike Rudd, Entrix	Patricia Hickson, EDAW
GB Members	

**Meeting Purpose:**

Environmental document scoping meeting with the Tahoe Regional Planning Agency Governing Board.

**Major Points Expressed in Comments:**

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
		<b>Presentations</b>
Mike Elam, TRPA		Introduces project
Rick Robinson, CTC		Provided historical perspective. Identifies UTM as a high priority project and as the last opportunity on the UTR to capture sediment before it winds up in Lake Tahoe. Provided an overview of the EIR/EIS/EIS.
Gina Hamilton, EDAW		Project objectives. Alternative Descriptions.
Rick Robinson		No preferred alternative identified going into the environmental document. The idea is to use the CEQA/NEPA process to select the preferred.

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
		<b>Board Comment</b>
Steven Merrill, Governor of California Appointee		<p>Expressed surprise at the inclusion of recreation since the purpose of the project is to restore water quality.</p> <p>Rick: Trails to be on the periphery of the site. Mentions the presence of special-status plants and that recreation management is necessary for success of restoration project.</p> <p>Which alternative is going to have the most immediate and maximum effect on (improving) water quality? Will each alternative have the same impacts?</p> <p>Rick: They will have a range of benefits and impacts.</p>
Norma Santiago, El Dorado County Supervisor		Commends CTC for having the alternatives and studying their impacts to choose the preferred alternatives.
Jim Galloway, Washoe County Commissioner		Requests study of: Total nutrient load and total solids load compared to No Project.
Shelly Aldean Carson City Board of Supervisors		<p>Until you know the net effects of changing the channel configuration – is there any merit to the idea of delaying the recreational improvements until you know the impact of what the recreational impacts would be?</p> <p>Rick: Doing it separately would be more costly.</p> <p>There might be some variables that are unanticipated in regards to the impact of recreation.</p>
Kim Bettis,		Recommends that there be an educational component to the recreational portion of the project.
Jim Galloway		<p>Mentions failure of Rosewood Creek.</p> <p>Asks that there be consideration for the amount of disturbance required to implement each alternative. Make sure the disturbance does not outweigh the gain (in regards to construction).</p> <p>Rick: We will be careful.</p>
		<b>Public Comment</b>
John Friedrich, League to Save Lake Tahoe		League is fully in support of project. Intends to provide written comments in full support of the project.

## **SECTION G**

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Public Scoping Meeting Notes and Sign-in Sheets

Public Scoping Meeting (October 24, 2006 – afternoon)

Public Scoping Meeting (October 24, 2006 – evening)



# Upper Truckee River & Marsh Restoration Project

NOP/NOI Scoping Meeting

October 24, 2006  
12:00 p.m. to 2:00 p.m.

## WELCOME!

No.	Name (Please Print)	Address	Phone and E-Mail
	John Greenhut	City of South Lake Tahoe	jgreenhut@cityofslk.ca.gov 542-6030
	Ron Pittus	803 Michael Dr. 96150	RONCRETTO5@aol.com
	Courtney Walker	3080 Deer Trail South Lake Tahoe, CA 96150	channon1181@hotmail.com
	DAWN ARMSTRONG	Box 612006 SUT CA 96152	tahoezdawn@stcglobel.net
	BOB BARNESON		
	Michael Weare	2784 Springwood Dr. SUT CA 96150	544-6134 wearentahoe@hotmail.com
	Mike Phillips	SLT.CA. 2907 SPRINGWOOD DR. 96150	LAKE TAHOE @ charter.net 530-542-0559
	Penny Weare	2784 Springwood DR	530-545-0957
	Mike Elam	TRPA	775-588-4547
	JOHN COBOURN	UNR COOPERATIVE EXTENSION COBOURNT@UNCE.UNR.EDU	775 832 4144

EMAIL

# NOP/NOI Scoping Meeting

**October 24, 2006**  
**12:00 p.m. to 2:00 p.m.**

# WELCOME!

[illegible]



# Upper Truckee River & Marsh Restoration Project

NOP/NOI Scoping Meeting

October 24, 2006  
6:00 p.m. to 8:00 p.m.

## WELCOME!

No.	Name (Please Print)	Address MAILING	Phone and E-Mail
	MARCO ABBOT		MarcoAbbot@aol.com
	Kay Edwards	you have it	→
	Mike Fedor	1676 PLATEAU CIR. SLT, CA 96150	MSF800@yahoo.com
	Erik Kuan	PO BOX 8711, CSCT 96158	_____
	John E. Kipton	954 Edgewood Circle, S. Ut. 96150	RKipton@aol.com

# Upper Truckee River & Marsh Restoration Project

# NOP/NOI Scoping Meeting

**October 24, 2006**  
**6:00 p.m. to 8:00 p.m.**

# WELCOME!

[illegible]

# *Final*

## **UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT EIR/EIS/EIS EVENING PUBLIC SCOPING MEETING**

### **SUMMARY COMMENT NOTES**

DATE: Tuesday, October 24, 2006  
TIME: 6:00 – 8:00 PM  
LOCATION: Inn By The Lake Conference Center, South Lake Tahoe

#### ATTENDEES:

Rick Robinson, Conservancy	Curtis Alling, EDAW
Jacqui Grandfield, Conservancy	Gina Hamilton, EDAW
Mike Elam, TRPA	Patricia Hickson, EDAW
Myrnie Mayville, Reclamation	Mike Rudd, ENTRIX
	Virginia Mahacek, Valley and Mountain Consulting
Agency Staff and Public Commenters:	12 people

#### **Meeting Purpose:**

Environmental document public scoping meeting held from 6:00 to 8:00 PM at the Inn by the Lake Conference Center.

#### **Major Points Expressed in Comments:**

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
		<b>Presentations</b>
Rick Robinson		Provided historical background of the Upper Truckee River and Marsh and intent of the proposed restoration.
Gina Hamilton		Introduced the purpose of the meeting to provide comments on the scope of the environmental document.  Introduced the project location, purpose and need, alternatives, and general parameters of the proposed project.
		<b>Public Comment</b>
Ron Rettus		Please overlay streets on the web maps so people can get more easily oriented.
Dawn Armstrong		How will this affect the meadow south of the bridge?  A: Rick indicated that this project would not directly address the issues of the meadow south of the bridge, because it is outside the Conservancy's property. One of the alternatives will consider increasing the capacity of culverts under U. S. 50, so there may be an indirect influence. This will be studied in the environmental document.

John Greenhut, City of South Lake Tahoe, Public Works		Each of the alternatives need to show high water lines for flood analysis. Potential for flood hazard is an important issue for the City.  A: Virginia summarized the modeling to be conducted, including the 100-year event.
John Coburn, UNR		How far upstream is the river incised? He heard it extends to the airport.  A: The U. S. 50 bridge provides a grade control. Incision and widening problems occur in different reaches well upstream of the marsh, all the way up to the golf course.  A suggestion would be to investigate the energy of flows up and down the river to assess the potential for upstream and downstream impacts.
Dawn Armstrong		Would the Conservancy acquire property where the meadow would be flooded?  A: The Conservancy is not proposing to increase flood hazard such that private properties would experience increased flooding, so there would be no damage. New property acquisition is not proposed.
Gloria Harootunian		Where is the split channel that will be restored? The banks of Trout Creek fall into the stream. Will there be future plans for restoration of Trout Creek?  A: The split channel is immediately downstream of U.S. 50. Regarding Trout Creek, the section of the stream downstream of U.S. 50 is part of the project study area. The creek is relatively stable, so substantial direct restoration needs are not anticipated at this time. However, a Resource Management Plan will be prepared as part of the project that would include specific actions to manage the site's natural resources, such as resources of Trout Creek, including site specific restoration, if conditions warrant.
Mike Phillips, City Planning Commission		The concept of flooding the meadow has been known for some time and there are concerns by the neighbors that there has not been much notice, and there may be walkways throughout the site. Is the public sufficiently aware? Meeting the minimum requirements isn't effective sometimes. He suggests a posted sign at the access points of the property.
John Greenhut		Can we schedule a briefing to the City Council?  A: Yes, we can do that and present the alternative.
Gloria Haretoonian		Will there be an opportunity in spring and summer to provide input?
John Greenhut		How will the recreation facilities and site maintenance be maintained? Who will be responsible?  A: The Conservancy will be responsible and will use stat
Mike Phillips		What is the official name of the marsh? Is this the same place where "Clean Tahoe" comes to help with maintenance?  A: Yes, the Conservancy does now contract with "Clean Tahoe" to help with trash pick-up.

Michael Weare		<p>We were not notified in the Highlands Woods neighborhood. She supports the restoration of the meadows, but is concerned and disturbed about laying walkways in the meadow that would increase recreation access.</p> <p>A: The alternatives have a range of recreation levels and the environmental document will address impacts to the neighbors. The natural sensitivities will also be carefully studied.</p>
Ron Rettus		<p>The mailout approach did not work for this meeting. The mail list must be flawed.</p>
Mike Phillips		<p>He suggested using an email distribution approach to get word out to the neighbors.</p>
John Coburn		<p>When the water from an incised channel comes in from upstream, where would it break out of the channel for flooding the meadow? Does the U.S. 50 bridge cause problems upstream? John supported filling in the old channel and building a new channel of the appropriate size and design.</p> <p>John remarks that the method of restoration proposed under Alternative 4 is not as supported by research as much as the restoration methods proposed for the other alternatives.</p> <p>A: Virginia provided a summary of the overbanking concepts and how the designs would avoid flood hazard to developed properties.</p>
Unknown		<p>Will there be enough water from upstream to overbank at this location, considering other restoration projects farther up the river (i.e., with upstream projects taking water out of the river, too).</p> <p>A: The environmental document will examine this in the cumulative analysis.</p>
Ron Rettus		<p>Is there something in the modeling that says the flooding will not get any worse? Will we look at the creek that comes into the river from the side, near Colorado Court, to be sure we do not worsen the flooding hazard?</p> <p>A: The study will look at both the regulatory floodplain and flooding based on existing physical conditions. The Conservancy surveyed high water marks in the 1997 flood to help validate the models.</p>
Dawn Armstrong		<p>Will the meadow be wetter so people will not be out in the meadow much anyway?</p> <p>A: Rick summarized the recreation approach for the recreation and access facilities to be focused on the west side of the river (Cove East) and generally to protect the interior of the main marsh meadow.</p>

Gloria Harootunian		<p>The willows and lodgepole pine are reestablishing on the site already, since the cattle has been removed, and there may be very dense willow in spots, like behind Carrows. This will interfere with access.</p> <p>A: The Conservancy has been considering the future vegetation conditions for a long time. The environmental document will consider ways to manage the resources and support native vegetation. Willows along the river may be very thick.</p>
Bill Ottman		<p>He is concerned about recreation and would like to have more raised trails on the project site. He is concerned recreation is being pushed into the background.</p> <p>A: Rick summarized his discussion with the Park and Recreation Commission, including consideration of a bicycle trail along the beach and whether this is feasible or not.</p>



## ***Draft – 11/2/06***

### **UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT EIR/EIS/EIS EVENING PUBLIC SCOPING MEETING**

#### **SUMMARY COMMENT NOTES**

**DATE:** Tuesday, October 24, 2006  
**TIME:** 6:00 – 8:00 PM  
**LOCATION:** Inn By The Lake Conference Center, South Lake Tahoe

**ATTENDEES:**

Rick Robinson, Conservancy	Curtis Alling, EDAW
Jacqui Grandfield, Conservancy	Gina Hamilton, EDAW
Myrnie Mayville, Reclamation	Patricia Hickson, EDAW
Bob Sleppy, RESD	Mike Rudd, ENTRIX
	Virginia Mahacek, Valley and Mountain Consulting
Agency Staff and Public Commenters:	7 people

**Meeting Purpose:**

Environmental document public scoping meeting held from 6:00 to 8:00 PM at the Inn by the Lake Conference Center.

**Major Points Expressed in Comments:**

<b>Comment by:</b>	<b>#</b>	<b>Description of Major Points, Decisions or Actions:</b>
		<b>Presentations</b>
Rick Robinson		Provided historical background of the Upper Truckee River and Marsh and intent of the proposed restoration.
Gina Hamilton		Introduced the purpose of the meeting to provide comments on the scope of the environmental document.  Introduced the project location, purpose and need, alternatives, and general parameters of the proposed project.
		<b>Public Comment</b>
Laurel Ames		I have seen a severe amount of down cutting by the river. Which alternative brings the bed back up?  A: Rick answered that all alternatives are designed to reconnect the river with its floodplain. Three alternatives would explore different alternatives to raise the river up to the floodplain. One alternative would lower the elevation of land along the river corridor to create an inset floodplain.  What is the sailing lagoon's function now and what do we have in mind? Wasn't it just dredged out?

		A: A 1930 aerial photograph shows a lagoon where the sailing lagoon is located, but it is not clear how much modification had occurred.
John Upton, Mayor Pro-Tem – SLT		John observed very high water coming down Trout Creek this last year.
Jerome Evans		Jerome is a member of the Parks and Recreation Commission. This is a tremendously important project and it needs to receive as much importance as any project on the South Shore. There appears to be four themes: stream restoration and protection of sensitive areas are two where the Conservancy has done very well. Controlled and intelligent recreation and long-term site management are another two themes, and the Conservancy does not have as much experience in these. The City wants to have a boardwalk behind the beach and will push for that feature. We need to deal with these issues with great detail and attention.
John Upton		Does the project involve restoration of Trout Creek?  A: We are looking at the whole site, but we are not proposing to do too much on Trout Creek because it is in relatively good shape.
Laurel Ames		She would like to see the best possible restoration of all the public land, including habitat and water quality function.
John Upton		The City is interested in a bicycle path crossing directly along the beach crossing the mouths of Trout Creek and the Upper Truckee River.  A: This was not in our original set of alternatives, because of regulatory restrictions related to the sensitive resources of the site, including Tahoe yellow cress, bald eagle, and waterfowl. Also, the hydrological dynamics would make the construction difficult to avoid flood flows and cope with changing beach conditions.
Maro Abbott		She helps keeps the meadow clean, and has a dog that she cleans up after. Will dogs be excluded from the marsh? Are there too many people out there now? Can cross-country skiing be harmful?  A: The capacity of the site is an important question and sometimes public use is harmful. Sensitive resources have been lost in the past, but informed and respectful use can be compatible with the natural resources. We hope a balance can be achieved.
Kay Edwards		Sensitive places are not allowed to be walked upon directly and boardwalks are the way they are protected.
John Upton		An elevated boardwalk, above the habitat on the ground and above the flood, could control public access and direct it to less sensitive locations. This should be examined.
Out of Town Friend of Maro		Are there no cost constraints on what is designed?  A: Yes, cost will be considered. The EIR will not incorporate costs, but the Conservancy's consideration of a preferred alternative will consider cost.
Kay Edwards		The cost to the lake is what is of greatest concern.

Eric Larson	<p>Will the inset floodplain limit the area within which the river may meander? The interest is to recreate the most natural conditions as possible. Maintain natural conditions in the center, and restrict the public use to the edges.</p> <p>A: Yes, but it will meander within a larger floodplain area than it does now.</p> <p>Were the alternatives informed by upstream disturbance? Have we considered the conditions of the river upstream.</p> <p>A: The work has considered watershed conditions, but is not proposing changes to the river upstream of the U. S. 50 bridge. The bridge provides a significant constriction of flow. We will look at cumulative effects of projects upstream in the watershed. Sediment transport estimates will consider upstream restoration projects. Other influences, like tree removal and the resulting changes in transportation rates, will be considered, as well.</p>
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## **SECTION H**

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Copies of Written Comments







## DEPARTMENT OF PARKS AND RECREATION

Sierra District Resource Services

Cyndie Walck

PO Box 16

Tahoe City, CA. 96145

cwalck@parks.ca.gov

RECEIVED

APR 10 2007

CA TAHOE CONSERVANCY

Jacqui Grandfield  
California Tahoe Conservancy  
1061 3<sup>rd</sup> Street  
South Lake Tahoe, CA 96150

I am writing to provide brief comments on the Upper Truckee River and Marsh Restoration Project.

I am the engineering geologist/fluvial geomorphologist with California State Parks. I support the idea of restoring the marsh and geomorphic function of the Upper Truckee at the mouth at Lake Tahoe. From a brief review of the alternatives, I think alternative 3, the Middle Marsh Corridor, would yield the greatest results for river function and habitat improvement. Prior to human disturbance, the river probably was a distributary multi-thread system. This is the only alternative that mimics that condition. Construction of a single thread channel or an inset floodplain would not restore geomorphic function or allow the floodwaters extended time and area on the floodplain. By creating a more natural multi-channel marsh configuration you will have the greatest benefits to both water quality and habitat.

A couple of the alternatives also call for narrowing the mouth. A question that I did not see addressed is how the historic mouth and barrier bars would have functioned. Would the channel have closed in low flow years and breached in high spring flows? I am sure the native fish would have been adapted to the natural variability, but how that system functioned should be investigated.

Sincerely,

Cyndie Walck



# City of South Lake Tahoe

*"making a positive difference now"*

RECEIVED

MAR 21 2007

CA TAHOE CO

March 19, 2007

Jacqui Grandfield, UC Consultant Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

**Subject: Notice of Preparation of a Draft Environmental Impact Report  
(EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee  
River and Marsh Restoration Project, South Lake Tahoe, California**

Dear Mrs. Grandfield:

Thank you for the opportunity for the City of South Lake Tahoe to further comment on the Notice of Preparation (NOP) for this project. The City has one additional comment:

There are a number of on-going projects along the river being completed by a number of different organizations. The City of South Lake Tahoe wants to ensure responsibility of reviewing the cumulative effects of all projects on the river in the City of South Lake Tahoe is delegated. For instance, there are several over-bank projects. Has determination been made as to what type of event is required to allow over-banking occurrences at all locations and/or achievable? It would seem that river modeling based upon all new projects would be appropriate for this particular project as it is at the bottom of the watershed.

Thanks again for the opportunity to comment on the NOP and the City looks forward to working with you. Please do not hesitate to contact me at (530) 542-6035.

Sincerely,

John Greenhut  
Director of Public Works

c: Hilary Hodges, Planning Manager

h:\data-a-d\etc\utr marsh comment 3-19-07.doc



RECEIVED

APR 2 - 2007

CA TAHOE CONSERVANCY

March 15, 2007

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Ms. Grandfield,

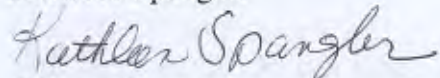
We received a copy of the public announcement regarding the Upper Truckee River and Marsh Restoration Project today and reviewed the 4 alternative proposals. Of most interest to us was the Study Area map. We are property owners abutting your two lots at the east end of Lily Avenue. Although you don't specifically mention those lots in any of your proposals, we noticed that the map includes them in the study area.

Last summer, we were talking to one of the prior owners of those two lots, a member of the Harootunian family. She mentioned that her family sold the lots to the Conservancy with the stipulation that no development of any kind is done on the property and that it be maintained as open space. She had also heard last year from talking to one of your planners that he had proposed that those two lots be developed as parking for visitors to the Marsh area.

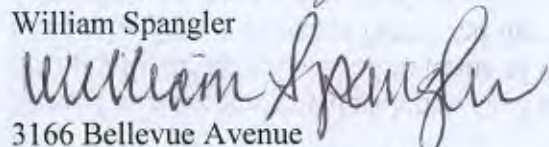
Please be aware that any development of that kind at that location would be detrimental, not only to our neighborhood in terms of vehicle, foot traffic and littering, but to us personally from a nuisance factor and the ruination of the open land and native plants that exist on the property. My wife's family has owned the property surrounding your 2 above-mentioned lots since 1876 and since we acquired the property from my wife's mother's estate a few years ago, we have tried to maintain the open space of the area and having your two, what we thought were undevelopable lots, adjacent to our property would assure open space and native plants for the entire corner of the block. It would be a travesty to have that forever-vacant property turned into a public nuisance, just for the sake of making a few parking spaces for the Marsh visitors.

Be advised that we, as well as any neighbors that we can enlist, will vigorously oppose any efforts to convert your undeveloped lots in our neighborhood to a parking lot, and the traffic and disturbances that go along with it.

Kathleen Spangler



William Spangler



3166 Bellevue Avenue  
South Lake Tahoe, CA 96150

RECEIVED

MAR 27 2007

CA TAHOE CONSERVANCY

March 25, 2007

Jacqui Grandfield, UC Consultant  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe CA 96150

Mike Elam  
Associate Environmental Planner  
PO Box 5310  
Stateline NV 89449

Subject: Upper Truckee River and Marsh Restoration Project

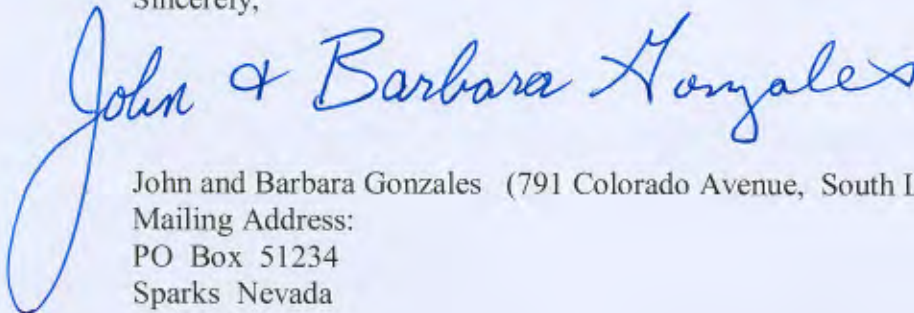
As property owners within 300 feet of the study area boundary for the above named project, we are very concerned with any proposal that could affect the flood level water elevation of the Upper Truckee River near Colorado Avenue in the City South Lake Tahoe. The chosen alternative to the River and Marsh Restoration Project must be selected based on the safety of people and property adjacent to the project boundaries.

Over the past 31 years of property ownership on Colorado Avenue adjacent to the Upper Truckee River Meadow Area, we have experienced the devastating effects of flooding from the River. You have an opportunity to decrease the potential flooding of homes along Colorado Avenue by designing and constructing the Upper Truckee River and Marsh Restoration Project to lower the flood water elevation in that stretch of the River and Meadow.

We emphatically request that the project considered for the Upper Truckee River and Meadow area near our home on Colorado Avenue include the primary goal to reduce the flooding affects on homes and the danger to human life. Life safety and protection of property need to be the foremost requirement to be accomplished for this project.

Thank you for allowing us to comment.

Sincerely,



John and Barbara Gonzales (791 Colorado Avenue, South Lake Tahoe, California)  
Mailing Address:  
PO Box 51234  
Sparks Nevada  
89435-1234

775-626-0250  
[gengm@charter.net](mailto:gengm@charter.net)





ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

Notice of Preparation

March 20, 2007

RECEIVED

MAR 26 2007

CA TAHOE CONSL

To: Reviewing Agencies

Re: Upper Triuckee River & Marsh Restoration Project  
SCH# 2007032099

Attached for your review and comment is the Notice of Preparation (NOP) for the Upper Triuckee River & Marsh Restoration Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jacqui Grandfield  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

  
Scott Morgan  
Senior Planner, State Clearinghouse

Attachments  
cc: Lead Agency

California Tahoe Conservancy  
1061 Third St.  
South Lake Tahoe, CA 96150  
ATTN: Jacqui Grandfield

April 26, 2007

**RECEIVED**

APR 30 2007

CA TAHOE CONSERVANCY

Re: Upper Truckee River and Marsh Restoration  
Project.

Dear Jacqui:

Thank you for hosting our "Thirty Three concerned neighbors" last evening at your office. The information provided cleared up a number of items, but at the same time underscored the urgency to express our concerns with regard to "the meadow" and your scopeing process. I have had extensive conversations prior to our meeting and several since, and the concerns I'm identifying here are common concerns and wishes that we would like you and your agency to strongly consider in your final decision-making.

Let me start first and foremost with our extreme concerns regarding the possibilities of erecting your "observation platforms" on the east side of the meadow. As you heard from most everyone at our meeting, we do not want nor does the logistics allow for the parking and increase traffic ensured by your building these platforms. Rather, we suggest, if such "platforms" must be installed, please consider putting them where the people already are or where the increased parking and foot traffic will not impact our homes and roadways. Consider please installing your "platforms" in the Highland Woods area approximately where you have designated as one of your "viewpoints" on your Alternative 3 Plan. That area was historically used as a staging area for the cattle and ranching activities and should provide ample parking and should minimize the number of problems associated with your plans. Our other suggestion for the "platforms" would be near the lake and also on your Alternative 3 Plan by Cove East view point and possibly closer to the marina parking area. We really do not want the problems associated



with no parking availability on the east side of the meadow. Since we already know that "no parking" signs are not heeded nor enforced, (i.e. Lilly Ave).

Please consider posting all entrances to the meadow on the east side, San Francisco, Lilly, Lake View, Oakland, no parking- no motorized vehicles- no unleashed dogs.

We feel the Alternative 3 Plan allows the river to seek it's own course and would probably lead to a more natural barrier from both the Keys side (West) and our side (East). The natural flow of the river should make this alternative the most natural, least intrusive and best means to help keep the meadow at a maximum natural and wildlife restoration.

We do not think any form of bike trail or enhanced foot trail would benefit the natural restoration, but would surely increase the negative impact in our neighborhood. Finally we do applaud your mission to restore the wildlife and efficiency of the meadow and river system, but please keep in mind how your final plans and improvements will impact our lives and enjoyment of our homes.

Yours truly,

Mr. & Mrs. Robert H. Blaney

Mr. & Mrs. Ty & Bobbie Baldwin

David R. & Karen L. Moore

Kenneth C. Smith M.D.

Don & Anita Bruce

Barbara J. Haroshuman

**RECEIVED**

APR 30 2007

April 26, 2007

CA TAHOE CONSERVANCY

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third St.  
South Lake Tahoe, CA 96150

**Re: Upper Truckee River and Marsh Restoration Project**

Dear Jacqui,

We are thirty-five year homeowners living at the corner of San Francisco Ave. and Argonaut Ave. We support the projects plan to restore natural and self-sustaining river and floodplain process to help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity.

However, we object to the section of the plans that state that numerous public viewing and observation platforms ( 4 or 5 ) will be placed along the eastern perimeter of Barton Meadow. The added foot traffic that has occurred since the acquisition of this meadow property by the Conservancy in 2000 has already created neighborhood parking problems which will be exacerbated by the addition of observation platforms.

We live in a quiet neighborhood with narrow streets. In addition to creating more parking problems, the influx of tourists into the neighborhood and meadow will increase trash and pollution problems along the streets leading to public access areas. How will the human waste issue be solved? We do not want to look out our windows at "port-a-potties"!

Since the acquisition of Barton Meadow by the Conservancy, there is little or no supervision or controls on the meadow's use. There is now a huge fire hazard with piles of slash and fallen trees creating a ladder effect. Since there are no smoking controls, we have observed many smokers entering or "lighting up" after entering the meadow. We now check the area after they leave and have put out small fires.

The Conservancy, Reclamation and TRPA stated in the Summary, p. 2 "The primary purpose of the Upper Truckee River and Marsh Restoration Project is to restore natural geomorphic processes and ecological functions along this reach of river." Dogs and bicycles do nothing to aid or enhance restoration. The marsh area on the eastern perimeter is the largest area of this kind in the Basin. It provides a natural nesting area for wildlife. This wildlife environment should be protected!

## **SUGGESTIONS**

- 1. Contain Public Access to West Cove**
  - **Parking available**
  - **This area is already acknowledge as public access area**
  - **Keep viewing areas on West side only – Better protection for wildlife**
- 2. Discourage/NO traffic in Meadow Cove East**
- 3. NO bicycles/ wheeled vehicles**
- 4. NO Dogs**
- 5. Signs: Ex: “Nesting area”, “Wildlife Protection Area”**
- 6. Create a public bicycle and dog (poop) park elsewhere/ possibly former Sunrise Stables Property**
- 7. No Smoking enforcement**

**Thank you for considering these issues. We urge you to protect this beautiful resource.**

**Sincerely,**

*A. Eugene Rasmussen*  
*Ann Rasmussen*



RECEIVED

APR 30 2007

CA TAHOE CONSERVANCY

To Whom It May Concern:

4/26/07

I received your announcement about the alternative proposals about the Upper Truckee River and Marsh Restoration Project, and I would like to comment on it.

I am a homeowner in South Lake Tahoe, owning a home on the meadow that borders the river. I actually live here year-round, and have observed the meadow and the river through all its seasons.

It is my opinion that alternative 5 is the best alternative: leave our meadow and our river be!

In the time of the spring run-off, the meadow is already flooded for weeks to months, often to the back of our fence. Rarely, in recent years, it has flooded to the level that water ends up in our garage. There is no plan offered that would change what the river already does naturally. And the other 4 options have the potential to significantly and negatively impact not only the neighboring home owners, but the ecological balance of the meadow itself.

Reconstructing the river will not significantly affect the water clarity of our Lake. From the research I have done, much of the sediment that ends up affecting the edge of the Lake actually comes from ground water runoff. There is no science backing up the theory that any of the first 4 proposals put forth will change that. But, the destructive effect it could have on the river, the meadows and existing flood plains (please see the photos I have included that are representative of what happens on the meadow every year that there is significant snowfall), as well as the abundant wild life is a real risk.

On our meadow I have seen bald eagles hunting the river in spring, osprey doing the same along with a snowy white tern, and great blue heron. There are doves, owls, ducks, geese, quail, and a huge variety of birds that all share the habitat. There are bears, beavers, frogs, coyote, and a multitude of other small animals living in the meadow. There are two varieties of fish in the river: the rainbow trout and the brown trout. There used to be kokanee in the fall, but the project at Cove East disrupted their spawning pathways.

I am fearful of the destruction that re-routing the river would bring to this delicate balance of nature. And yes, I fear that you would increase the flooding in the streets around the meadow. (Which would, by the way, increase the runoff of sediment into the Lake.)

Please, tread carefully in considering the alternatives for this area. Don't let money speak louder than reason.

Sincerely,

Maria A. Pielact  
775 Colorado Avenue, South Lake Tahoe, CA 96150





RECEIVED

APR 26 2007

CA TAHOE CONSERVANCY

*Terri Thomas*

P.O.Box 14472 ■ South Lake Tahoe, CA 96151-4472 ■ 530.541.2543 ■ e-mail: htayurt@yahoo.com

"4 Year Renter/Resident at 3043 Argonaut Avenue - Adj. to the Upper Truckee Wetlands"

Jacqui Grandfield  
Wildlife Program - California Tahoe Conservancy  
1061 Third St.  
South Lake Tahoe, Calif 96150

April 25, 2007

Dear Jacqui -

Thank you so much for providing the opportunity to hear what you, Rick and our other neighbors think about the proposed future of the beautiful meadow we all share. I love the amazing view every morning and the sounds of the coyotes & frogs at night. I was glad to hear that other people seem to appreciate it as much as I do. This meadow and wetlands is a very unique and precious.

I like dogs, but am not a dog owner and I too, yell at ignorant people to put their dogs on a leash to keep them from chasing the geese, ducks and other wildlife in this very sensitive area as well pick up bags of trash they so inconsiderately leave behind. I do not think that most of these people are locals but visitors from the urban areas or big cities. I can testify that only 30-40% obey the "Leash Law" and all the others let their dogs run free to chase birds and poop & pee wherever. Very few actually pick up the poop that their dogs leave on or near the trail. Nice effort on the providing the bags, but it's not working. **Please consider a "NO Dogs" rule in this "Wildlife Sensitive" area.**

The fact that the meadow is public land does not give every person the right to use & abuse it. Yes, open recreation and accessibility is important for public land but not at the expense of destroying a sensitive wildlife and environmentally sensitive area! **Please save it!!!!** We need to think about the future of the Lake Tahoe Basin. What we do today will determine the outcome of what it will look like 20,30 and even 100 years from now. And we now know from experience, how important it is to save our wetlands for the clarity and health of the lake. And isn't that one of the main purposes of a "Conservancy"? The number one priority for this meadow should be restoration & preservation. **Please do NOT build "viewing stands" or boardwalks on the east side of the meadow** as proposed in Alternatives 1-4. "If you build it, THEY WILL COME!" Yes, we can (and do) share the meadow - but I think there must be better alternatives than what has been presented to us. As an alternative, why not expand and develop the area on the west side next to Tahoe Keys as proposed ... or look at expanding the Mackinaw area for development and parking? Our quiet little street does not need to be a parking lot for teenage beach parties & dog parks. Argonaut Avenue or El Dorado does not have the parking spaces, sanitary facilities, trash removal & other amenities to accommodate a "public" wildlife viewing area. Let's try to keep it simple and private the way it is so that only people who appreciate it & value it are those who use it. **Educational signs about "No disturbing the Wildlife", No Dogs, No Bikes** seems much more realistic than building "Wildlife Viewing Stands".

Please consider these alternatives in your future plans for the Upper Truckee Marsh.



Some other things to consider...

- **No Smoking or campfires** - the threat of wildfire in the open grasses and fallen trees on the edges of the meadow is concerning to some of us.

- **No Mtn Bikes or Motorized Vehicles** - the dirt path seems to be just fine but the impact of bikes is becoming more obvious. If someone is there to view the wildlife and appreciate the beauty of the meadow - they can't do it traveling 5-10 miles peddling a bike , Let's keep the bike path where it is - 1-5 blocks next to Hwy 50 on a safe path allowing access from one part of town to another without having to risk their life on the Highway with all of the high speed traffic. The City of South Lake really needs to deal with this.

- There also needs to be some **enforcement of these rules**. Unfortunately there will always be people who will ignore any and all rules. But some type of patrols, "citizen arrest" , neighborhood patrol or something? will have to be done for a while until people become educated and understand why this meadow and the wildlife is worth saving. We love telling people that they'd better put their dog on a leash because there's a pack of coyotes just around the corner waiting to attack. (They still just don't get it! They think the meadow is a dog run and nothing more & the coyotes should be shot! - Ha!) **Information signs & maps** directing people to other places more appropriate to let their dogs run free in the woods, party beaches, picnic areas, Reagan, Pope, or The "new improved Barton Beach" areas would be helpful suggestions for the general public. Some out-of-town people don't realize how many public beaches are on the south shore. In fact, we direct a lot of people over to the Camp Richardson & Pope Beach area who get lost in our neighborhood trying to find a beach or river to hang out at for the afternoon.

In conclusion - I'd like to see the simple dirt path and minimal access points left the way they are now, nothing more needs to be built on the northeast side of the meadow. Keep it simple. I like the idea of expanding the already existing public access with a **full-service Visitor center next to the Tahoe Keys Marina** as a vision for the future growth, "Wildlife viewing" and enjoyment of Barton Beach with ample parking & amenities.

And whatever **restoration to the river, wetlands and meadow** from years of abuse from the cows and Tahoe Keys water diversions, etc. that needs to happen would be welcomed and this should be your main focus. And the sooner the better. Mother Nature does have amazing ways of healing itself. **Please help restore & preserve the meadow and it's wildlife** by eliminating dogs and abuse by their disrespectful humans. I know this will be a huge challenge but feel that something has to be done soon in order to save it - and that is part of your job.

I am thankful that you & others are trying to restore it and protect it for the future.

I am also willing to do whatever I can do to help - please keep us informed.

Sincerely -



Terri Thomas

3043 Argonaut Ave.

South Lake Tahoe, CA 96150

htayurt@yahoo.com

530-541-2543



4/25/07

RECEIVED

APR 27 2007

State of California  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Attn: Jacqui Grandfield  
Re: Upper Truckee River and Marsh Restoration Project

CA TAHOE CONSERVANCY

As a property owner at 3037, 3041 and 3043 Argonaut Ave. I am writing to express some concerns regarding proposals for the future restoration project of the meadow adjacent to my home.

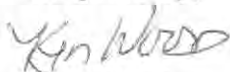
I fully support all the Conservancy's efforts to correct the damage done to the meadow and to restore the Truckee River to its' original state. I understand its' importance as a filtration system for the Lake. I care about the wildlife that live there and I support efforts to keep dogs on a leash and the need to educate the public.

I do not support plans to build wooden walkways and viewing platforms along the eastern side of the meadow. The neighborhood that borders this part of the meadow has narrow streets, many intersections that are already dangerous and many people live along that side of the meadow. The boardwalks and platforms will only attract more people to this area. Alternatives 1-4 all include proposals for these structures and this is not a well thought out plan. The residents of this area will be impacted to a point it will change the quality of life and it will especially not be safe for the children that are growing up here.

I propose that the viewing platforms be placed in areas where people do not reside and where there could be parking areas, garbage cans and even bathrooms.

Please listen to the residents.

Respectfully,



Ken Wood  
Vicki Price



RECEIVED

APR 26 2007

CA TAHOE CONSERVANCY

April 19, 2007

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Re: Upper Truckee River and Marsh Restoration Project / Affected Property Owner

Dear Jacqui Grandfield,

For over twenty-five years we have owned a condo along the channel of the marina. I have personally walked the path to the Cove East Beach many times every year. Of course I have an opinion on the project.

Please do not cut off sailing lagoon. It would be a navigation hazard. Whenever there is a backup of boats or a boat under emergency tow other boats use the lagoon as a safety retreat. This area can be useful for education and handicapped access to the water without disturbing the river.

Please do not construct structures (bathrooms) in the beach area or along the path. From a view perspective from the people who will use the paths and those of us who look onto those areas, please leave the landscape as it is. Have the bathrooms as part of the visitors' center near the street.

With the above considered, I recommend "Alternative 4".

My family and I have enjoyed the improvements made in the Cove East Beach Area and we look forward to your planned improvements. Maintaining a natural look to the overall area will lead to better enjoyment by all that use and over look its' facilities.

Sincerely,



Brian Marcotte  
336 Ali Wai Way #245  
South Lake Tahoe, CA  
Mailing  
1623 Graff Avenue  
San Leandro, CA 94577



RECEIVED

APR 25 2007

CA TAHOE CONSERVANCY

April 23, 07

Ms. Jacqui Grandfield:

this letter is in reply to "Upper Truckee River and Marsh Restoration Project".

I spent 3 yrs. with the City of San Mateo, 30 yrs with the City of San Jose where I retired as senior construction inspector. Much of my experience was with major parks development.

I see Alternative 5, "no project".

A good amount of increased sediment is caused by sanding of roadway during snow season.

A filtration cloth should be wrapped at all catch basins and cleaned every other month. A record of action should be public record.

In 1950 there was no "Black Sand" in Kings Beach, I know because I was there.

Elimination of all combustion engines on the waters of Lake Tahoe must become law.

I know this will never happen because of power boat associations, & petroleum lobbies.

Cordially

Wayne Wenger

## Jacqui Grandfield

---

**From:** Ty N Baldwin [sltbjbtty@juno.com]  
**Sent:** Thursday, April 26, 2007 3:58 PM  
**To:** Jacqui Grandfield  
**Subject:** Meadow adjacent to the Al Tahoe community

To the configuration members of the Barton Meadow plan:

Jacqui Grandfield  
Norma Santiago  
Katy Lovell

For almost a century the residents of Al Tahoe have used a system of informal trails along the boarder that generally follows the Eldorado and Argonaut Streets. These trails currently blend in with the edge habitat of the meadow.

Now the California Conservancy wants to stop all foot traffic along these trails and put in intermittent viewing platforms that will become an attractive nuisance that will attract undesirable auto traffic to the neighborhood streets and subsequent parking on very narrow streets. Viewing platforms will attract beer parties, invite kids to climb on them, and block off access to the informal trail systems.

If the goal is to keep people and their dogs out of the more sensitive areas then put in a Forest Service type fence on the meadow side of these trails. This fence would be 4 feet high and constructed of rustic wood with an open wire mesh, see through barrier, that would stop foot and dog traffic. The fence would not be straight but rather meandering approximately 50 feet on the meadow side of the trails. The leash law has not worked but a fence would.

We strongly object to the very formal and restrictive platforms and doing away with the century old informal trail systems. Attendance of meetings, have shown us that the Conservancy wants the entire meadow for wild life, but we urge you to save some of it for these grand fathered in, self maintained hiking trails that surround Al Tahoe.

Arthur (Ty) N. Baldwin  
and  
Barbara J. Baldwin

Tel # 503-307-8981  
e-mail [sltbjbtty@juno.com](mailto:sltbjbtty@juno.com)





# California Regional Water Quality Control Board

## Lahontan Region



Linda S. Adams  
Secretary for  
Environmental Protection

2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150  
(530) 542-5400 • Fax (530) 544-2271  
[www.waterboards.ca.gov/lahontan](http://www.waterboards.ca.gov/lahontan)

Arnold Schwarzenegger  
Governor

November 2, 2006

Jacqui Grandfield  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

### **COMMENTS ON THE NOTICE OF PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT**

California Water Quality Control Board, Lahontan Region (Water Board) staff have reviewed the subject document. The California Tahoe Conservancy proposes to restore portions of the Upper Truckee River near its mouth at Lake Tahoe to improve natural geomorphic processes and floodplain function.

The Regional Board is a responsible agency pursuant to the California Environmental Quality Act (CEQA) for this plan. We have reviewed all information submitted with regards to water quality and have the following comments:

#### **Water Quality Impact - Construction**

The EIR/EIS must include a detailed analysis of potential short term water quality impacts associated with each of the five alternatives. Specifically, the document must describe construction related water quality issues and discuss proposed mitigation measures to reduce potential impacts to less than significant levels.

The EIR/EIS should also include information regarding construction methodologies, special equipment, temporary best management practices, design considerations, dewatering concerns, and other details to demonstrate the project can be constructed without discharging sediment or other pollutants to the Upper Truckee River. If your analysis concludes temporary construction activities will violate water quality objectives and standards contained in the *Water Quality Control Plan for the Lahontan Region* ([http://www.swrcb.ca.gov/rwqcb6/BPlan/BPlan\\_Index.htm](http://www.swrcb.ca.gov/rwqcb6/BPlan/BPlan_Index.htm)), then the EIR/EIS must include a statement of overriding consideration that weighs the long term water quality effects against short term construction impacts. If possible, the EIR/EIS should include a numeric estimate of pollutant loading (sediment, nitrogen, and phosphorus) expected from construction and compare the short term impacts with expected long-term load reductions.





**Water Quality Impact – Long Term**

One of the stated project goals is to improve water quality through enhancement of natural physical and biological processes. The EIR/EIS must discuss the potential for the proposed alternatives to achieve this goal. Consideration should be given to each alternative's ability to reduce total suspended sediment and nutrient concentrations. If possible, the EIR/EIS should include a quantitative pollutant load reduction estimate for each of the evaluated alternatives and compare the estimate with loading estimates from existing conditions. In general, the draft EIR/EIS must include adequate information to identify which alternative has the greatest water quality benefit.

The document should also consider the river restoration project in the context of other stream restoration work in the Upper Truckee watershed. Specifically, the EIR/EIS should evaluate how this project might be impacted by sediment load reductions from other proposed projects.

Thank you for the opportunity to comment on the Notice of Preparation. If you have any questions or comments regarding this matter please contact me at (530) 542-5439 or Doug Smith, Tahoe TMDL Unit Chief, at (530) 542-5453.

Robert Larsen  
Environmental Scientist

cc: Mike Elam, TRPA  
Myrnie Mayville, US Bureau of Reclamation

BL/didT:/UTR.marsh.ceqacomment.doc



RECEIVED April 16, 2007

APR 17 2007

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

CA TAHOE CONSERVANCY

Dear Ms. Grandfield:

I am writing in regard to the proposed project for the Upper Truckee River and Marsh Restoration. I am all for improving the quality of water flowing into Lake Tahoe. In my opinion a big step towards this goal was accomplished when the Barton Meadow was purchased by the Conservancy, and the cows removed from summer grazing. However, the plans to include new visitor center(s), parking lot(s), boardwalks, and view platforms are NOT a good idea, especially on the east side of Barton Meadow. Adding these improvements will only increase the traffic, noise, trash, and other undesirable elements in an otherwise quiet and peaceful residential area. As a resident who lives near the meadow in the Al Tahoe subdivision I do not want these changes to occur. And I do not think the promise of more "patrols" or limiting access entry points to the east side will keep these undesirable elements from increasing with the construction of the boardwalks and viewing platforms.

Perhaps the Conservancy would be better served to first address issues of concern that already exist before they make changes that will create new problems. Some examples include but are not limited to:

- \*the existence of private footbridge(s) spanning a public waterway (Trout Creek) in such a manner as to prevent the public from using the creek safely in that area (eg. kayaking);

- \*inconsistent enforcement of the policies regarding dogs in the Barton Meadow (on leash, and dog feces picked up);

- \*failure by the Conservancy to purchase a lot right above Trout Creek (corner of Oakland and El Dorado Avenues) that the city has now allowed home construction without the proper "right-of-way" clearance;

- \*questionable construction of a car wash at the south end of Barton Meadow and the potential for ground water contamination from the oil, gas, and other auto wastes being washed off;

- \*proposed, (and initially approved), destruction of "old growth" trees in order to build more chair lifts at Heavenly;

- \*ill conceived plans for redevelopment in the 'Y' area by outside parties with little regard for the efforts made by the local community team, nor much of a vested interest other than to put money into their own pockets at the expense of many who choose to live in this beautiful mountain setting.

The intentions of many of the agencies created to preserve and protect the uniqueness that is Lake Tahoe are good; **however**, the practical application of these intentions leaves a lot to be desired!! I can't help but feel frustration as those with money seem to benefit the most from changes taking place here on the south shore while destroying that which attracted many of us to live here in the first place. . . . a small, quiet mountain community where the mountains, forests, and lake **are** the focus.

As a watchdog whose function is to protect the unique environment that is the Lake Tahoe Basin, the Tahoe Conservancy should focus on improving the quality of water flowing into Lake Tahoe; not building visitor center(s), parking lots, boardwalks or viewpoints that will increase not only public usage, but all of the undesirable elements that come with it.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Brenda Wyneken', written in dark ink.

Brenda Wyneken





# City of South Lake Tahoe

*"making a positive difference now"*

RECEIVED

MAR 21 2007

CA TAHOE CI

March 19, 2007

Jacqui Grandfield, UC Consultant Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

**Subject: Notice of Preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project, South Lake Tahoe, California**

Dear Mrs. Grandfield:

Thank you for the opportunity for the City of South Lake Tahoe to further comment on the Notice of Preparation (NOP) for this project. The City has one additional comment:

There are a number of on-going projects along the river being completed by a number of different organizations. The City of South Lake Tahoe wants to ensure responsibility of reviewing the cumulative effects of all projects on the river in the City of South Lake Tahoe is delegated. For instance, there are several over-bank projects. Has determination been made as to what type of event is required to allow over-banking occurrences at all locations and/or achievable? It would seem that river modeling based upon all new projects would be appropriate for this particular project as it is at the bottom of the watershed.

Thanks again for the opportunity to comment on the NOP and the City looks forward to working with you. Please do not hesitate to contact me at (530) 542-6035.

Sincerely,

John Greenhut  
Director of Public Works

c: Hilary Hodges, Planning Manager

h:\data-a-d\ctc\utr marsh comment 3-19-07.doc



P.O. Box 18956  
South Lake Tahoe, CA 96151  
530-541-2193

April 29, 2007

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Ms. Grandfield,

Let me begin by apologizing for the tardiness of this letter. Having never received the document for the "Public Announcement, Comment Period Continuation for the Upper Truckee River and Marsh Restoration Project" I only just learned of the Conservancy intentions yesterday.

It is with dismay that I review the document to discover the proposal to restrict access to the area commonly referred to as "Meeks Meadow". As a homeowner in the neighborhood it has been an area of delight to walk in and enjoy not only the vistas but the wildlife that reside there. Additionally, it has been an area where I have frequented with friends and their canine companions. I have encountered many second homeowners and visitors to the Tahoe Basin also with their dogs in this area. Since the placement of bags and garbage cans close to the entrances, I have noted that 90 % of the dog owners are diligent about the removal of their dog's waste.

My disapproval is not restricted to the infringement on the enjoyment of the meadow but also on the impact that such restriction will have on our property values. "Location, location, location." There's a reason that phrase evolved. With the dropping housing values, removal of free access to the meadow will further impact the desirability of these neighborhoods.

Additionally, no consideration has been given to the human-animal bond that will be disrupted. It is now an accepted and well documented fact that the relationship an individual has with his dog will help lower blood pressure, stabilize mood swings and encourage a healthier lifestyle, to name a few.

And lifestyle is what it is all about in South Lake Tahoe. As more locals leave the area due to financial reasons the few remaining locals will soon be encouraged to leave for





P.O. Box 18956  
South Lake Tahoe, CA 96151  
530-541-2193

lifestyle reasons. If we can't continue to enjoy the environment that we all admire then why suffer lower pay, exorbitant gas prices, and high rental/housing prices if we are forced to *drive* to an area in order to continue to enjoy our environment with our companions? There is no need to mention how much of an impact that additional driving to get the nearest forestry area in order to walk with our dogs, will affect the environment.

Disappointingly, there is never any mention or proposal of a dog friendly area to be developed. I'm in full support of preservation of the lake and its environs, but as we continue to allow the unrestricted hordes of tourists, their cars and their boats to flock to the lake (because we need the income) then we should also consider that they do continue to bring their dogs and will desire a place to walk with them. As a local veterinarian I am frequently asked by visitors where one can take their dog off-leash. My response, inevitably, is "no where legally." Why is Tahoe so far behind the larger cities in understanding the need to establish areas where dogs can exercise off-leash? If excrement is the primary reason that dogs are proposed to be restricted from the area, then I would expect that the Conservancy has contacted the Department of Fish and Game so that they may soon begin shooting all the coyotes in the area (for they are legion).

I would like to see in the proposal a happy medium that would set aside some of the less soil sensitive area where individuals and their canine companions could go unfettered. An entrance fee or annual use fee could be established to help fund the area's maintenance.

Complete disregard for the local enjoyment, participation and financial impact of such restriction would be a grave decision and only hasten the inevitable the ghost town of South Lake Tahoe.

Unless, of course, that is your ultimate intent.

Thank you for your time and consideration,

Kelly Doria, DVM

Cc: Taylor Flynn, Tahoe Mountain News; Kathee Lovell, City Council; California Veterinary Medical Association.

April 25, 2007

State of California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
Contact: Jacqui Grandfield

Dear Ms. Grandfield:

We recently attended the Conservancy meeting on April 24 and it was suggested we write a letter to express our concerns over the Upper Truckee Marsh Project. We as neighbors bordering the edge of this meadow am deeply concerned, namely over the portion of the project that includes the installation of "view points" for a number of reasons, as follows:

1. The lack of planning for parking of the public to access these view points will lead to:
  - a. An increase in traffic which already is a problem. I *constantly* see people speeding down El Dorado Avenue putting not only us in danger, but our pets and the children playing in front of our other neighbors homes at unnecessary risk.
  - b. The lack of safety of strangers parking in front of our homes, watching our routines and possibly scoping out our home, property, possessions, or one of us. I am *extremely* uneasy about the times I would be home alone when my husband is at work, knowing there are strangers observing my routines.

As a side note it deeply disturbs me that 4 out of the 5 options considered for this project include these view points when obviously there has been a lack of planning for where the public would park.

2. The greater risk of fire danger.

The type of people these view points would attract are those I see frequenting areas like Regan Beach or El Dorado Beach who enjoy drinking their beers and smoking pot or cigarettes. This once again brings up the safety issues. Another question is what about restroom facilities?

3. As in the aforementioned of point #2, I am also concerned about having a noise problem.

The view points will definitely increase the number of parties to this area. Does the S. Lake Tahoe Police Dept. need to be troubled more by answering calls regarding noise disturbances when they should be focused on more important public needs?

4. Trespassing. This is probably my greatest concern.....having people find a way to the meadow regardless of installed view points. Our home does not have a fence between us and our neighbors nor does it have a gate between the house nor a gate from the meadow to our yard. Not only would this be a problem in not reaching your objective to protect the marsh, but on your part to carelessly disregard the people who live on this meadow by allowing the public to trespass. Would this mean that we would have to face the hardship of paying out a few thousand dollars to build a fence so we would be protected. Not that this would guarantee the public wouldn't trespass anyhow, but what if they got injured climbing our fence, we would be sued? It was stated at the meeting, that the Conservancy workers who have dealt with the public on this meadow have had beer bottles thrown at them and have experienced fear by trying to control the public and how difficult it was for "you" to have the SLTPD come to your rescue (and it was also mentioned that the police never showed up for you anyhow.). Do you think we as neighbors want to deal with that?

We understand and applaud your efforts to protect this meadow. I can safely say, we as neighbors love this meadow and each have our own special connection to protecting it. But I think these view points would only increase the public use of this beautiful asset and make it more difficult on the Conservancy to try and enforce the inability of the public to access it, make more work for the Police Dept. having to answer calls of trespassing, noise control, safety, parking....., and to us as neighbors to our safety and peace of mind.

I have enclosed a map of the project (I do not necessarily have any favor towards this alternative) but used it primarily as a means to draw on, with specific interest towards protecting the east side of the meadow from public abuse.


Lastly, some bullet points to consider:

- The Cove East/Venice Drive area is an excellent area to consider due to the already present facilities available to the public (parking, restrooms facilities...etc.)
- Redirecting the bike path to follow Hwy. 50 (on Harrison Street) so visitors to the area are not aware of the meadow.
- A possible viewpoint off the bike path behind Meek's, only accessible by bike. (see map)
- Redirecting a portion of the river and/or creek to create a more marshy type environment to the meadow, unappealing to walk on, or through. (see map)
- Removing the foot bridge near Bellevue Avenue to inhibit people from walking through the meadow between Springwood Tract and Al Tahoe tract. (see map)
- Install signs requiring people to not ride bikes, not smoke, and keep pets leashed. AND ENFORCE THIS! This could be a great way to increase revenue for the Conservancy too!
- Plant low growing brush along portion of meadow (see map).

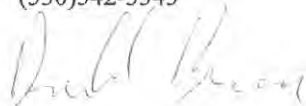
I know we would love to be involved in answering any questions about the drawings and definitely want to be involved in the conservancy's decision making of this project.

Thank you for taking the time to hear our concern's. We do appreciate the time and effort you have put into the project thus far.

Sincerely,

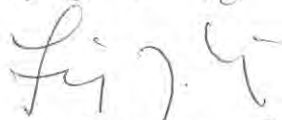
  
Lisa Nelson

Lisa and Andrew Nelson  
644 El Dorado Avenue  
South Lake Tahoe, CA 96150  
(530)542-3343





Daniel W. Kikkert



Linda J. Martinez

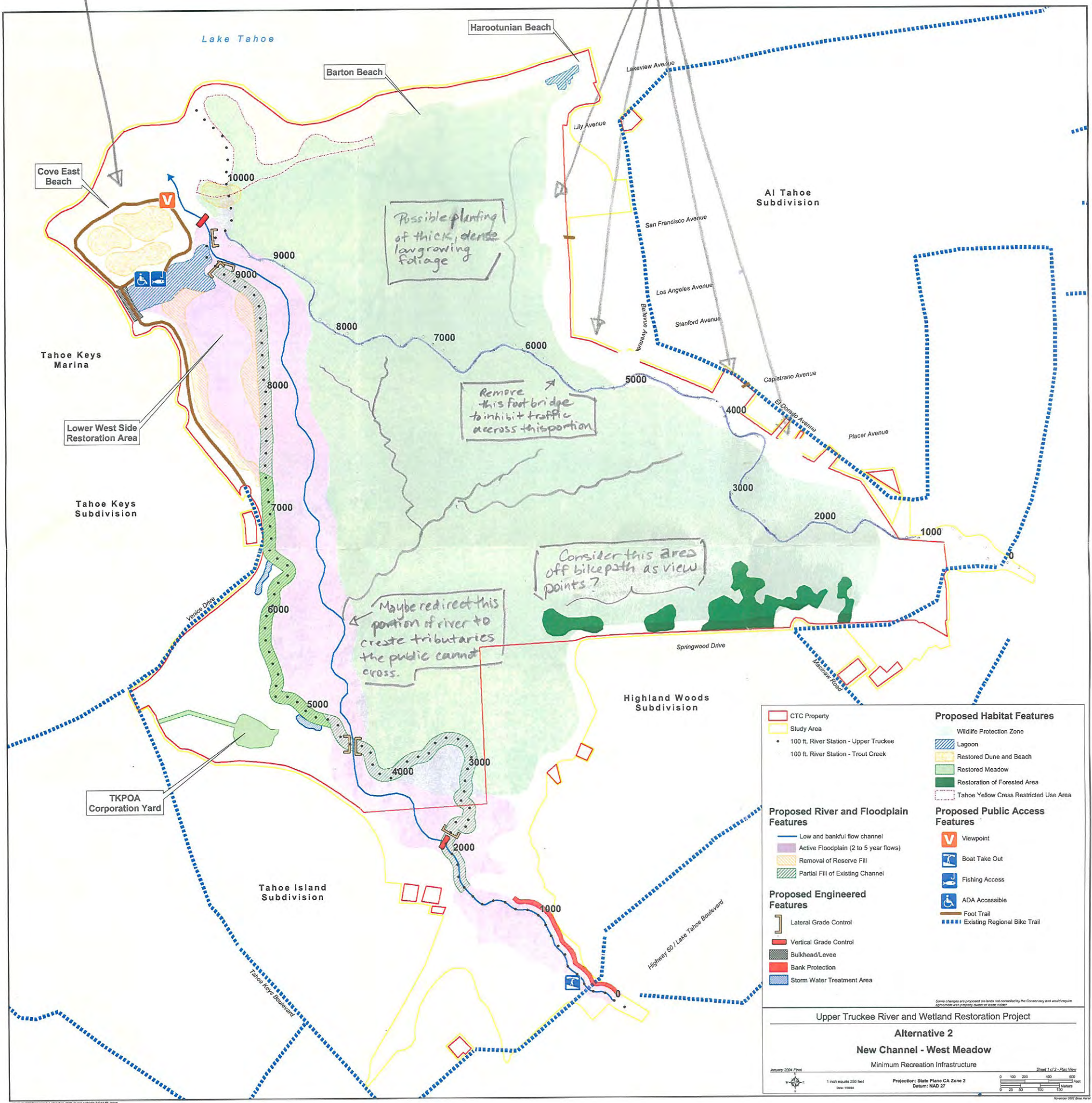


Robert Andelman



Seriously consider this area for public access with parking and restroom facilities.

Remove all viewpoints





April 30, 2007

Jacqui Grandfield  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Ms. Grandfield,

You are receiving this letter today, simply because we were not informed of this issue by our neighbors until late Saturday.

It is with great sadness to have learned of your plans in the document that you supposedly sent out to everybody in the Al Tahoe neighborhood. After struggling through reading the "legalese" contained in the document, what I was able to decipher is your plan to dismantle our neighborhood.

One of the main reasons we became homeowners in this neighborhood was access to the meadow—which up until your involvement was one of South Lake Tahoe's best kept secrets. This meadow has been an area in this neighborhood where neighbors commune with their small children and pets in the summer, and cross country ski with their families in the winter. One of the biggest complaints about the City of South Lake Tahoe is that it lacks a sense of community. But for our neighborhood, areas like "Meeks" meadow IS where we commune. By turning this meadow into a highly restrictive area—which can only be enjoyed if your rules are followed—you are:

- negatively affecting Al Tahoe's strong sense of community
- encouraging tourists—who would never know this spot existed—to visit the area and bring more emissions and garbage to this neighborhood
- negatively affecting the neighborhood's property value
- severely impacting the Tahoe lifestyle that those of us have grown to love
- forcing locals to DRIVE to other areas where they can walk their dogs, thus adding emissions to the basin—does this make sense?

We have attended your meetings in the past. We have suggested a clean-up day using volunteers from the neighborhood, an annual usage fee to help maintain the meadow, along with recognizing a closed area for the highly sensitive regions of this meadow. As a homeowner in this neighborhood we have volunteered to assist you with the caretaking of this meadow. All of our suggestions have fallen upon deaf ears.

We would like to see a happy medium in your proposal. You could set aside some of the less soil sensitive areas where individuals and their dogs and children could enjoy the meadow. We have no issues with a fee for a yearly permit that would fund the area's maintenance.

They seem to be able to manage such areas in large cities with less available acreage such as Oakland and San Francisco with great success. Why is it that we cannot achieve this in South Lake Tahoe?

Your organization seems to have a complete disregard for our neighborhoods, our community, our lifestyle, and the local economy. We are willing to work with you. Please work with us.

Sincerely,

Dr. Adam Spindler



June 30, 2007

Dear Jacqui,

In the spirit of the mission of the Conservancy, to protect the natural environment, to preserve wildlife habitat, yet also provide public access, I have some thoughts on the proposed plans for the Upper Truckee Marsh Project.

Although I live on the East side of the Marsh (El Dorado-Argonaut side), I have walked the entire meadow perimeter. I walked with your present plan proposals in hand, viewing and imagining the different options, from various vantage points.

I offer my compliments to the work you have done in Cove East, off the Keys. You have done well, and I'm sure Key's residents consider you a "good neighbor". Cove East is unique, in that it does not abut residential areas, and it has parking facilities. I did not see much trash, dog waste, or evidence of human caused damage on your improvements, a sign that your improvements are respected by the public. The improved path in the Cove East area is attractive, functional, and defines where visitors may walk. This area needs to be outfitted with bathroom facilities, but actually, is quite nice even now.

The same cannot be said of the other side of the Meadow, the East Perimeter, (along El Dorado and Argonaut Avenues). In this other area, due to the lack of enforcement, unleashed dogs, primarily from local residential areas, regularly harass wildlife. Trash is fairly minimal, with your trash containers, although in summer they often overflow. People who frequent this side of the meadow have no place to park, they have no bathroom facilities, but thankfully, are mostly local residents on foot.

I believe it would further your goals, and also help East Perimeter residents who abut that side of the meadow, if the Conservancy were to improve the path on the East side of the Meadow, to a state similar to that of Cove East. The improved path would define where people may walk, it would be less subject to flooding, yet still provide viewing access to the Meadow, where people will walk no matter what you do. As shown by the low level impact on the Cove East side, an improved path demonstrates to visitors, that someone is trying to both provide access, and to protect. It flows over into their behaviors in a positive manner.

It is my opinion that adding visitors to this East Perimeter of the meadow, by providing viewing platforms, or any other encouragement, would only increase the existing parking problem, and increase the number of people displaying "bad behaviors" such as unleashed dogs, alcohol, and lack of respect for wildlife. Therefore, I am against any viewing platforms on the East Perimeter of the meadow. Keep the major access and viewing in the Cove East area, where the residential area is separate, where there is parking, and where bathroom facilities can be added, or add them in another area without these issues.

If additional public access is needed, have you considered the area off of Macinaw Rd, where the old "take out" for cattle was? This area could support parking, public restrooms, and a view platform. It is along the existing bike path, and could be located out of sight from existing residences, which I think is important. .

Another thought is that I see no reason to allow bikes on the meadow pathways. The meadow area is not a good place to mountain bike, bikes and people on the same trail is not desirable, and the trails are short enough that people can easily walk them. I would be in favor of having bike racks placed at access points where bicyclists could lock and leave their bikes, then walk the meadow. An avid biker myself, I know the meadow area does not provide quality biking, so "what's the point" of allowing bikes on these trails?

A last thought on one of the proposed plans, involves the staffed interpretive center at Cove East. Mention is made that a concessionaire could fund the site. I believe that this could be helpful, as people tend to follow rules better when authority figures are in the area, but I would be against any concessionaire which would increase trash on the meadow. Perhaps a concessionaire who both sold and rented binoculars would be a better choice (Nikon, Minolta, Celestron, Swarovski, Steiner). Maybe the Sierra Club, or the League to Save Lake Tahoe, might want a presence there! Use your imagination!

Lastly, if I had to choose, I would say that Alternative #3 would be my preferred choice, if the above issues are addressed, as it seems to be the best hydrologic solution to my under-trained understanding of hydrology, and will offer wildlife the least human intrusion balanced by public access.

Thank you for convening the meeting the other night, and offering to listen to our concerns and ideas.

Sincerely,

  
Greg Bergner

April 30, 2007

Jean Bergner  
PO Box 18548  
3061 Argonaut Avenue  
South Lake Tahoe, CA 96151

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

ATTN: Jacqui Grandfield, UC Consultant, Wildlife

**RE: Upper Truckee River and Marsh Restoration Project**

To Whom It May Concern:

I am a property owner living on the eastern boundary of the Upper Truckee River and Marsh Restoration Project. I attended the neighborhood meeting on April 24, 2007 at the California Tahoe Conservancy offices and wish to summarize my concerns regarding the Alternatives dealing with the eastern boundary of the project.

First of all I would like to thank Jacqui Grandfield and Rick Robinson for meeting with the property owners on El Dorado and Argonaut Avenues and allowing us to express our concerns, frustrations, and complaints. I am asking that the following issues be addressed before the Conservancy proceeds with any plans for a trail or view points on the eastern edge of the meadow.

**Parking:** Parking is already a problem in the Al Tahoe area because of the many rental units without adequate parking. The City of South Lake Tahoe has done no road repair, BMPs or curb and gutter work in this neighborhood. The streets are narrow and do not allow for two cars to pass with a car parked on just one side, let alone both. Since there are no curbs, the temptation to park on private yards is great, compacting the area even more. This problem would only increase if more people were invited to "view points". Another parking solution must be found.

**Trash:** Presently there are several trash barrels and "doggie do" bags along the trail. These do not always prevent people from littering, however. They also attract unwanted guests if not emptied frequently. Trash can be deadly for birds and wildlife. Trash must be removed frequently.

**Noise:** Many of our properties are immediately adjacent to the existing trail. Even a small group can be disruptive to privacy and visa versa, a neighborhood party disturbs the tranquility of the meadow also. I would suggest moving the trail away from private property as far as possible.

**Dog control:** Short of prohibiting dogs there is no good answer to the problem of irresponsible dog owners. Personally, I would like to see dogs banned from any meadow trail. There is no reason to tempt dogs and owners to misbehave in a wildlife habitat. Even with fences, mounds and water swales, dogs will jump and swim across to chase wildlife. In winter, no amount of barrier will keep people or pets from entering the interior of the meadow. Maybe the Conservancy can use some of its other properties to create an off-leash area for Tahoe canines. Please consider prohibiting dogs from the meadow trail.

**Enforcement:** This is a huge issue which needs to be addressed. If the Conservancy is protecting this property and sharing it with the public, it needs to protect it from the public also. Money needs to be set aside for law enforcement. Each agency seems to be pointing its finger at the other and saying that enforcement is someone else's responsibility. If you can't police it, then you are not protecting it. You can call it "education" if you like, but someone with authority needs to be patrolling the area on a regular basis. Jacqui, I appreciate the efforts you have made on our behalf, but it's not enough.

**Access:** Access needs to be limited to minimize the impact on private homes. Please select a location, or locations that allow for parking, trash barrels, restrooms and signage. The end of Macinaw Road has been suggested as a possibility. Foot trails from the end of San Francisco, Bellevue and Capistrano will allow for local neighborhood access, but parking there should not be allowed.

**Beach Access:** Denying access to "Harootunian Beach" would be a disaster. People will climb fences, ford streams and wade through marshes to get to the beach. Visitors and residents should be able to walk to and along the beach. Some of the best bird viewing is from the end of the meadow along the beach. Fencing off the Tahoe yellow cress with informative signage should protect the more fragile areas.

**Bicycles:** How wide do you intend to make this trail? For pedestrians and bicyclists both to use the trail, it would have to be prohibitively wide. Bikes off-trail tear up the meadow grasses. This is not an appropriate mountain bike area. I would suggest bike racks in strategic locations and **no bikes** allowed on the footpath.

**Restrooms:** No one wants a porta-potty in his backyard. Restrooms should be located in the parking area away from private residences.

**Maintenance:** What will happen after a hard winter, a flood, vandalism? Does the Conservancy have money set aside to keep a trail, boardwalk, fencing, signage, and landscaping in good repair? Please address these issues.

**Management:** If the Conservancy decides for Alternative 5 (Do nothing) on the eastern side of the project, does that mean that we are left to our own devices? Will the area be ignored as far as management to maintain the status quo? I tend to agree with Jacqui (contrary to most property owners), that improvement to the trail would create a pleasant setting, add value to our location, possibly encourage more public pride and care, and protect the wildlife that inhabits interior of the meadow. However, the tone of this recreation area should be low key—bird watching,

walking, viewing wildlife, photography—not active like biking, running dogs, playing games. This is a meadow, not a park.

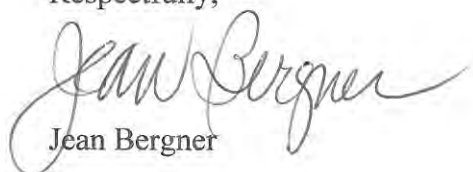
**Emotional issues:** Many of the property owners have lived on this meadow for over 20 years. They consider it their meadow. I know this is unrealistic, but you must respect their feelings. One simple thing that I believe you can do, is take all the “V”s (viewpoints/viewing platforms) off your maps. Upgrade the footpath, but do not create areas for people to congregate. Let the visitors decide where they want to stop and look around. Do not create artificial viewpoints.

The real issue is that the property owners feel any development of a trail or viewing system would make bad matters worse. The present violations by the “public” include; trespassing and parking on private property, disobeying leash and dog clean-up laws, drinking alcohol unlawfully, littering, building illegal fires on the beach, harassing the wildlife and disrespect for authority. If these problems could be improved and no new ones created, I think you would have support from every property owner. The problem is that most are skeptical at best that any improvement will come with more development.

**Proposal—Alternative 6:** I would like to see a solution that included an upgraded simple footpath along the eastern edge and lake end of the meadow with pedestrian-only access from the ends of spur streets. Another area, with parking, restrooms, trash barrels, bike racks and signage could be accessed by car from a parking lot at the end of Macinaw Road. From this area visitors could access the bike trail or a short walking trail loop to the meadow with viewpoints. View points should be marked on the Lower West Side Restoration Area and along the bike path near Macinaw. No viewpoints or platforms should be built or noted along the eastern boundary.

Thank you for taking our concerns seriously and considering other alternatives. We hope you will continue to include the property owners in any decisions that are made.

Respectfully,



Jean Bergner



April 30, 2007

Jacqui Grandfield  
California Tahoe Conservancy  
1061 third Street  
S. Lake Tahoe, CA 96150  
Submitted by e-mail: [jgrandfield@tahoecons.ca.gov](mailto:jgrandfield@tahoecons.ca.gov)

Mike Elam  
Tahoe Regional Planning Agency  
PO box 5310  
Stateline, Nevada 89448  
Submitted by e-mail [MElam@trpa.org](mailto:MElam@trpa.org)

Myrnie Mayville, NEPA Coordinator  
Bureau of Reclamation  
2800 Cottage Way Room E-2606  
Sacramento, CA 95825  
Submitted by e-mail: [mmayville@mp.usbr.gov](mailto:mmayville@mp.usbr.gov)

#### RE: NOP FOR UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT

The summary of this project (p2-3) states the relationship of the project to the TRPA-Compact mandated Environmental Threshold Carrying Capacities, noting it as a project “designed to achieve and maintain environmental thresholds that protect Tahoe’s unique and valued resources.” In light of the size and intent of this project, it would behoove the agencies to take credit for their vision and to describe the summary of the project as the largest restoration effort on the greatest degraded watershed in the Tahoe basin.

Many of the ideas suggested in this document for restoration of the marsh and meadow are exciting and offer interesting restoration possibilities. The final project could be the showpiece of Tahoe restoration potentials.

#### PROBLEM WITH ALTERNATIVE DESCRIPTIONS RE SCOPING

Given that the project’s most important result will be a significant restoration in a very damaged meadow/marsh system, it is quite strange that the project titles include references to potential levels of recreation that may also be a part of the project. In fact, in conversations with Tahoe Conservancy staff, and the document itself, the recreation proposals seem to be separate considerations and not related to the level of restoration outcomes expected.

It appears as if the restoration scoping and the recreation scoping are two separate entities. But then, the alternatives are apparently only loosely defined, and are not real alternatives, as the document notes “many of the individual components in each



alternative are modular and could be transferred to other alternatives, or recombined after environmental review to formulate different variations of the alternatives.” (p.7).

Envisioning what the final EIS/EIS/EIR environmental analysis will look like and how it will inform the reader and select the best possible restoration “modules” is not described in this scoping notice. The mind boggles.

However, the description implies that the final environmental documents will be a laundry list of mix and match concepts. Describing the restoration and threshold benefits of each element or mix of the elements of the alternatives will be a new challenge to the idea of Alternatives.

#### ARE RESTORATION AND RECREATION (PUBLIC ACCESS) COMPATIBLE?

Further, the NOP states “the level of public access and recreational facilities included in the alternative selected for implementation would need to be compatible with that alternative’s river and marsh restoration strategy.”

If the public’s restoration money is to be spent wisely, the EIR/S/S must state that the level of public access and recreational facilities included in the alternative selected for implementation will not be just compatible with the final alternative, but must be selected AFTER the river and marsh restoration strategy is selected, in order to not influence this critical decision as to which restoration alternative, or mix and match of restoration “modules” will best restore the river and the marsh.

In order to produce a comprehensible Draft EIR/S/S, it will be very important that the impacts and the benefits of each of the various mixed alternatives focus on water quality, soils, and vegetation as the key aspects that will drive the analysis of the environmental benefits to help attain the mandated thresholds.

Further, it will be very important for the document to describe how the laundry list of recreation projects directly benefit the environmental threshold standards, due to direct benefits and not by avoidance of damage.

#### PROJECT OBJECTIVES

Ten objectives are described in order to cover almost every conceivable consideration. Interestingly, as we know in the Tahoe Basin, water quality is the single most recognizable environmental concern, and the greatest public concern, but in this set of objectives water quality gets short shrift, falling below even public access and flood hazards on private property. Fortunately water quality ranked above mosquito control.

Given the vast amounts of public monies spent on restoring water quality, and given the intent of the project to benefit water quality through the restoration of natural processes and functions, the Project Objectives must be re-ordered to reflect the proven interests of the taxpayers in first restoring water quality at Lake Tahoe.

## CHERRY-PICKING THE BEST ELEMENTS OF THE ALTERNATIVES

In the spirit of the mix and match “modules”, I have pointed out those elements that appear to best achieve maximum restoration of the water table, wetter meadow and extended marsh in the full project. As an adjacent landowner of the area since 1971, I have seen significant changes to the river system over time, none of them good, as the river has downcut and adjacent areas dry out faster in the summer.

## PRIORITIES FOR MAXIMUM RESTORATION OF NATURAL PROCESSES

1. (from Alt 3) Creating a new bankfull capacity pilot channel to connect the river with the existing network of small channels in the middle of the marsh and meadow and re-establish an active floodplain on the existing meadow surface. Single best idea of the whole project! This effort will re-wet much of the meadow. The meadow is laced with small channels – the increased distribution of water will likely expand the present marsh into areas that once were mostly wet all summer in previous decades.
2. (from Alt 1). Reconfiguring two sections of split channel from RS500 to RS2600. In 1971, the river was almost equally split at RS500 into two channels and then further into four channels in regular spring runoff. At the site of the sewer standpipe below the Hwy 50 bridge, debris began to collect and reduce the flow to the western channels. Annual clean-ups kept it open until 1986, when the two floods of February and March dumped so much debris that the flow was significantly restricted. Following years closed the runoff further. And then the STPUD built a dirt road, with an undersized culvert, in the Sky Meadows access to their leaking sewer clean-outs and that restricted the former river channel down to a small drain. Without the regular beaver channeling that has kept some water flowing into and through the remnant bend of the former channel, it would have dried up.
3. (from Alt 1) Reconfiguring back to the (post-hwy bridge construction) conditions, combined with the structures to encourage sediment deposition would provide a vast improvement to this part of the meadow, which has dried out significantly in the past approximately 15 years. Restoring the east branch to a lower total volume of flow would result in less erosion of the steep east bank.
4. (from Alt 1 and others) Constructing a bulkhead at the sailing lagoon and reconfiguring the relationship between the sailing lagoon and the UTR. The reference to decreasing its depth vs. leaving as is is not described. Clearly the decision should be made as to which idea is best for the marsh and the water quality of the lake. If the lagoon is left at its current depth, without some circulation in the lagoon, and given the groundwater exchange with the

marina, the sailing lagoon could present the nightmare of creating an algae breeding pond – all ready to overflow in high runoff events. Filling in the lagoon to match the current overflow areas would provide for both overflow and marsh restoration. The environmental document must carefully evaluate the potential water quality impacts and benefits of the alternatives to utilization of the lagoon.

5. (from Alt 2 and others) Constructing a new river mouth, etc. appears to be a very good idea. I look forward to reading the environmental analysis of this module.
6. The spur trail and boardwalk to an observation platform at the mouth of the river is an excellent idea, providing it does not interfere with restoration options.
7. Removing fill behind Harootunian Beach and restoring the marsh. Appears to be an excellent place for re-creation and enhancement of the backshore marsh in that area.

#### CONCERNS ABOUT SOME ELEMENTS OF THE ALTERNATIVES.

8. The proposal to construct a Class I bike trail (10 feet of paved surface ((AASHTO STANDARDS)) on the beach and bridge over the U. Truckee River, as disclosed at the UTRWAG in April) has not been included in this NOP, although it is a significant addition to the recreation “module”. This idea must be analyzed carefully for impacts on the scenic standards for the lakeshore and for impacts to dynamic beach movement, as well as its PAOT-increasing impacts.
9. The current Cove East trail has the benefit of walking between the restored marsh and the sailing lagoon once it curves away from the marina, giving the public a more natural experience. Consideration could be given to retaining the trail where it is and piping into and out of a restored marsh on the site of the sailing lagoon. The alternative of rerouting the trail all along the marina to the beach, leaves the public access much more of an urban experience, and removes much of the focus of the current trail on the natural characteristics of the marsh.
10. (a) Alt 1 describes a full-service visitor and interpretive center on the “high-capability land” at Venice Drive. While the land has been declared to be man-modified (duh), it is hardly “high-capability”. The retention pond, which is now on site but used for past dredging projects, is no place to build a visitor center or parking lot. The EIR/S/S must evaluate alternate dredging disposal areas for the next dredging project for the marina if the existing site

is converted to buildings and parking lot. Cumulative impacts are created when significant changes are permitted without full analysis.

(b) Not only is the parking on Venice already at a premium on summer weekends, the increase in traffic to a Full-Service Visitor Center is the exact wrong impact on a fragile area, man-modified or not. The city's parking problems on Venice eventually will have to be reduced by paid parking and enforcement, plus transit options. The provision for more parking in this area is the exact opposite of the recommendations of the Pathway 2007 Forum to get people out of their cars. The P-7 planning effort will be undercut by a new parking lot for more cars and more vehicle trips and more traffic. With zero PAOTs available for this PAS, it is unclear why a new facility is being proposed in an area already overcrowded.

(c) The EIR/S/S must analyze the impacts of more coverage, more gas, oil and coolant dripped into the sand (or onto pavements and then into the sand) to mingle with the groundwater at this site.

(d) The provision for a small self-service visitor center north of the cul-de-sac should be analyzed for its potential to draw more visitors and the resultant parking and traffic problems. An accompanying parking lot raises the same questions as discussed above.

11. The suggestion of additional high flow conveyance under US 50 should be analyzed carefully. The bridge and the highway fill currently act as a metering device which has prevented a greater amount of flooding of adjacent residences north of Hwy 50. Increasing the flows, particularly at times of high lake levels, will increase the level of flooding of residences. The EIR/S/S must review previous flood events in comparison to lake levels to analyze what impacts would occur from higher flows north of Hwy 50 if the current flood flow metering process is reduced in effectiveness.
12. Limiting use trails in the meadow may provide some protection of restoration. However, historic use trails do not currently show damage. Since the residential areas around the meadow are essentially built out, no increase in use should be expected. The EIR/S/S must analyze the current quality of the use trails.

## POTENTIAL ENVIRONMENTAL EFFECTS

13. Wildlife protection. The restoration of the marsh and meadow will improve wildlife habitat. However, dogs and cats will continue to harass wildlife without a significant education and enforcement program. The EIR/S/S must discuss the need for such a beefed-up program and how it will be implemented.



14. Public access and recreation: These impacts must be carefully analyzed. There is a tendency in the Tahoe Basin to treat recreation as if it has few environmental impacts and those that do happen are okay, because its recreation. One suggestion that must be very carefully scrutinized is the boat take-out on the river, to accommodate the boaters that float down the river in the spring. Bank trampling and erosion are ongoing issues, as well as vegetation trampling. Alternatives to river take out, and specific decisions about the take-out sites must analyze the sites selected for their impacts on the restoration projects first, not the convenience for the boaters.
15. PAOTs! All recreation ideas must be evaluated for their potential to increase PAOTs. The NOP notes that the EIR/S/S will evaluate the changes to existing recreation areas and uses, and the change to the TRPA PAOT allocations in the project area. However the NOP does not note what the current allocations are. Please note that the current outdoor recreation allocation of PAOTs for these two Plan Area Statements is zero. It is zero in both PAS, for summer, for winter, and for overnight. That's ZERO.
16. The document notes that it will evaluate river crossings. This is presumably an oblique way to refer to the bike trail bridge at the mouth of the river, or worse, through the marsh, as revealed at the UTRWAG meeting, but not in this NOP. The potential environmental and scenic impacts must be very carefully evaluated of potential river crossings and how they will impact the marsh and meadow restoration. If potential restoration would be limited or reduced due to accomodating crossings, which do not currently exist, the EIR/S/S must disclose those impacts on the restoration project.
17. The NOP states that "long-term traffic generated by the recreational components will also be discussed." It will be more useful to analyze and quantify the traffic in light of the need to reduce private use of the automobile, as recommended in TRPA documents.
18. The NOP mentions construction and operational noise impacts, but not noise impacts from illegal use by snowmobiles, motorcycles, scooters and quad runners. Adding recreation and viewing sites will have the unintended consequences of increasing such illegal use. The final EIR/S/S must propose methods that the Conservancy will use to enforce motorized restrictions to protect the restoration work.
19. Cumulative Effects. The NOP suggests that the cumulative effects of the five UTR restoration projects and other non-river projects planned upstream of the marsh restoration will be evaluated. It is not clear that this EIR/S/S will be THE cumulative effects analysis for all of those projects, or just a superficial review of the potential cumulative effects. The level of analysis must be



clarified soon. Clearly none of these projects can move forward without a completed comprehensive cumulative effects analysis for all of them.

20. The NOP also notes that cumulative effects will be evaluated along with the Pathway 2007 recommendations and the TMDL. Now there is a challenge. Most of the P-7 recommendations are vague, consisting of visions and desired conditions. The TMDL will not be very useful, as it will only be basin-wide. The TMDL has recently been described as moving from the unattainable to the unmeasurable. Care should be taken to consider that it will actually be a useful tool to evaluate cumulative effects.

Thank you for the opportunity to comment. If you have questions, please let me know. I can be reached by phone at 541-5752 or e-mail at [laurel@watershednetwork.org](mailto:laurel@watershednetwork.org)

Laurel Ames  
PO Box 7443  
S. Lake Tahoe, CA 96158

April 30th 2007

Dear Jacqui,

I would like Richard Robinson and Patrick Wright to see the enclosed information.

On October 24, 2006 the Conservancy held two Conservancy sponsored, publically announced and advertized public meetings.

The residents who ~~has~~ attended these meetings heard not a mention of alternatives 1-4 - including viewing platforms <sup>to</sup> be built on this side of the meadow.

It was only because of Bob Blaney requested an informal meeting ~~with~~ that ~~you and~~ residents here had a chance to speak out.

Many people around this area have not received the March 13th public

announcement. you yourself said that "a stack" of such mailed notices were returned to you. Therefore, the public comment period should be extended another 30 days.

There was a short discussion about shifting viewing stations to the Tahoe Woodlands neighborhood (April 24th informal meeting). Residents there were not informed that some issues that might impact them could be discussed at the meeting. Therefore it was improper that such comments from the audience were commented upon by Conservancy staff. It's not fair to Woodlands residents and potentially



pits one group of neighbors <sup>against</sup> another  
another group. Such a discussion  
may also be a violation of the Brown  
act.

I once believed that the Conservancy  
was a pretty trustworthy and competent  
organization. I now believe that its  
words are either unreliable or flat out  
manipulative and dishonest. You  
have become just another sort of developer

Gloria Horokanian

P.O. Box 106  
South Lake Tahoe, CA 96156  
April 29, 2007

Jacqui Grandfield  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96156

Dear Ms Grandfield:

The abstract and abstruse language used to describe your Upper Truckee River and marsh restoration project does not speak to the facts on the ground as many of us near to the proposed project experience them every day. So I have walked around Barton Meadow and the neighborhood adjacent to the proposed project and taken pictures. I hope that these photos together with my accompanying comments will show you some of what we experience and persuade you that Alternatives 1-4 which including permanent viewing platforms, water swales with earth mounds, boardwalks and a bike path along the lake are terrible ideas and must be rejected. Further, the legal right-of-way through the Harootunian beach area must be kept open so that people in the area can continue to enjoy the beach and pier. This is what my expectation was when I and my sisters sold the property to the Conservancy.

The Barton Meadow has been poorly managed by the Conservancy and sometimes contributes to the degradation of the fragile environment that it is its core mission to protect. Further, as you can see in the following two photographs, the Conservancy has ignored the partial and continuing destruction of El Dorado Avenue--an already crumbling street--where Capistrano Avenue dead-ends into it. I received a stern rebuff from a Conservancy staff member when I described how the riders of mountain bikes accelerated and enjoyed a flying leap off the edge of the street and onto the dirt path described by the Conservancy sign as a "restoration project". This problem has been getting worse for as long as I can remember and now poses a danger to walkers and the many recreational bike riders who stay on the street. The Conservancy does not possess enforcement power; the police department is already overstretched and that leaves the neighbors to deal with problems as they arise.





Over the years, hunks of El Dorado Avenue have drifted down hill. Eventually, they will become pulverized, enter Trout Creek which is a few hundred feet down-slope, and there be carried into Lake Tahoe.





This Conservancy owned fence has been down for more than a year. Disregard for neighborhood values erodes our morale and reinforces the negative attitude of those around who also do not bother to repair their property.

Amidst so many unmaintained empty buildings, an explosion of vacation rentals and so many crumbling streets--many of the worst of them adjacent to your proposed project area--we struggle to hang on to our sense of neighborhood.

As you heard from those who angrily expressed their opinions at the March 24th meeting, many of us feel that a more extensive and complicated Conservancy presence here will further weaken our neighborhood.





In Al Tahoe the streets surrounding the proposed project are riddled with hundreds of potholes and four inch cracks. Often the cracks have cracks and among these sprout weeds--the flora of abandoned neighborhood infrastructure.

Cracks speed oil and sediment-rich water downhill into sensitive meadow areas, Trout Creek and on into Lake Tahoe. The following photographed areas have all been taken within a few blocks of the meadow--El Dorado and San Francisco Avenues, Argonaut, Fresno and others. Whose interests are you serving by suggesting that more people use these streets to access viewing platforms? We desperately need help here, not another punch in the gut.

































El Dorado Avenue is a bike route in a designated "bike friendly" city. How bike friendly does this look to you? Lots of visitors ride along here in the summer, some of them pulling little shaded carts holding their young children. Bike treacherous is how it looks to me. But it could be a shady spot to park with easy access to a proposed vista location.









In the summer kids ride their bikes around these streets and parents stroll pushing baby carriages. But there is also a shady spot to be had for those headed for a designated vista platform.





For those of us who love the meadow, it is painful to walk by Conservancy property every day and see this: a scrawl of graffiti in this place. And even upside down our word smith sends us a message. Now, put some viewing platforms out in the meadow and watch his opportunities proliferate. The graffiti and broken sign have been out there for about a year with no response from Conservancy personnel.





The following three photographs show a scary situation for two reasons: fire hazard and public safety.

Some person has entered the adjoining property that may or may not belong to the Conservancy. Dense thickets of willow bushes have been cut down and remain in large dry piles. As the neighbor to this property, it is your responsibility to be aware of a hazard that involves you and to respond to it appropriately. The well worn path shows continuous use so this problem has been ongoing.

The second problem is public safety. I would not want my child to wander into this place not knowing who else might be in there. Some transients set up housekeeping in such places. Occasionally, they are weird or unbalanced people. As more dense thickets spring up all over the meadow with no Conservancy management of them, this becomes a more pervasive problem. And a fire hazard too.









Here at the end of Belview Avenue please contemplate what you see in these three photographs.







They say "All roads lead to Rome." For us this is where the roads end up.



I conclude with the following thoughts:

I have shown you nothing in these photos that you should not have already seen for yourselves. People around here certainly get the picture and that's why they express so much anger and frustration with your meadow project.

Communicate and work with other agencies and city departments so that all of the needs of an area in which you have interests will be addressed together. For example, it is insulting to ask people to "share" their streets with tourists when their own needs for regularly maintained roads have gone unmet for over 25 years.

Please do not try to shove off unwanted project features onto the Tahoe Woodlands neighborhood or anywhere else. If other people had been informed about the March 24th meeting they would have protested the same project ideas that anger Al Tahoe residents.

We all want to be neighbors in neighborhoods, not stared attractions in the Automobile Association TourBook.

Reconsider your own core values and responsibilities to taxpayers.

Minimize your own footprint and egos in the " project area": No new parking lots and at most only a small self-service interpretive center. I'm not an engineer but Alternative 3 where " river flow would be dictated by natural processes" sounds pretty good to me. No observation platforms, no boardwalks or bike paths along the lake.

Finally, there is no Conservancy project that will succeed along this side of the meadow without the support of the surrounding neighbors. And perhaps there is some rough justice to that.

Very truly yours,

*Gloria Doroctunian*

*I will be sending copies of this letter to  
TAPA, the City Council, and the Tahontan  
Water Quality Review Board.*



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STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER, Governor

APR 30 2007

**CALIFORNIA STATE LANDS COMMISSION**

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

CA TAHOE CONSERVANCY



**PAUL D. THAYER**, Executive Officer  
(916) 574-1800 FAX (916) 574-1810  
Relay Service From TDD Phone **1-800-735-2929**  
from Voice Phone **1-800-735-2922**

**Contact Phone: (916) 574-1814**

**Contact FAX: (916) 574-1885**

April 27, 2007

Jacqui Grandfield, UC Consultant, Wildlife  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

**Subject: Upper Truckee River and Marsh Restoration Project**

Dear Ms. Grandfield:

Staff of the California State Lands Commission (CSLC) has received the above referenced Notice of Preparation. Under the California Environmental Quality Act (CEQA), the California Tahoe Conservancy and the CSLC are Responsible and/or Trustee Agencies for any and all projects which could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters.

The public lands under the CSLC's jurisdiction consist of two distinct types – sovereign lands and school lands. Sovereign lands include the beds of navigable rivers, lakes and streams and the state's tide and submerged lands along the coastline, extending from the shoreline out to three geographic miles. Sovereign lands encompass approximately four million acres. Sovereign lands are impressed with the Common Law Public Trust. Sovereign lands can be used only for public purposes consistent with the provisions of the Public Trust such as waterborne commerce, navigation, fisheries, water related recreation, open space, ecological preservation, scientific study or other recognized Public Trust purposes. School lands are what remain of the nearly 5.5 million acres throughout the state originally granted to California by the Congress in 1853 to benefit public education. The state retains fee ownership of approximately 471,000 acres, and the reserved mineral interest in another 790,000 acres. There are approximately 1,200 parcels of state fee owned school lands scattered across the state.

If you have any question on comments on the environmental review, please contact Eric Gillies at (916) 574-1853, [gilliee@slc.ca.gov](mailto:gilliee@slc.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Marina R. Brand". The signature is written in a cursive, flowing style.

Marina R. Brand, Assistant Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

Eric Gillies, CSLC  
Scott McFarlin, CSLC





Our Mission is:

Working

together to

create the

best future

for our

community

# City of South Lake Tahoe

*"making a positive difference now"*

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CA TAHOE CONSERVANCY

April 24, 2007

Jacqui Grandfield  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Ms. Grandfield,

As you know, the South Lake Tahoe Parks and Recreation Commission has requested that the EIR/EIS for the Upper Truckee River and Marsh Restoration Project include an elevated boardwalk for pedestrians and cyclists crossing Trout Creek at the northern portion of the site. This boardwalk would link the bicycle trails at Lake View or Lily Avenues on the east with the trail at Cove East on the west and provide pedestrian views of the beach and lake.

The current draft includes a linking bicycle trail "in the southern portion of the site" (Alternative 1), which is not what was agreed. Please see that the EIR/EIS statement is amended to conform with our earlier agreement, which is recorded in commission minutes.

We assume that this boardwalk will be similar to that being considered for the Greenway Project where it crosses the Upper Truckee.

Please let me know if you have any further questions.

Sincerely

Jerome Evans  
Chair

*"Recreation...a positive choice!"*

Parks & Recreation Department • 1180 Rufus Allen Blvd. • South Lake Tahoe, California 96150-8202 • (530) 542-6056 • (530) 542-2981 FAX

Email: [recreation@ci.south-lake-tahoe.ca.us](mailto:recreation@ci.south-lake-tahoe.ca.us) • [www.recreationintahoe.com](http://www.recreationintahoe.com)

JIM GIBBONS  
Governor

STATE OF NEVADA



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ANDREW K. CLINGER  
Director

APR 27 2007

CA TAHOE CONSERVANCY

**DEPARTMENT OF ADMINISTRATION**

209 E. Musser Street, Room 200  
Carson City, Nevada 89701-4298  
(775) 684-0222  
Fax (775) 684-0260  
<http://www.budget.state.nv.us/>

April 24, 2007

Jacqui Grandfield  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Re: SAI NV # **E2007-267**

Reference:

Project: **Continuance of Scoping for Upper Truckee River and Marsh Restoration**

Dear Jacqui Grandfield:

The State Clearinghouse has processed the proposal and has no comment. Your proposal is not in conflict with state plans, goals or objectives.

This constitutes the State Clearinghouse review of this proposal as per Executive Order 12372. If you have questions, please contact me at (775) 684-0209.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gosia Sylwestrzak".  
for Gosia Sylwestrzak  
Nevada State Clearinghouse

Enclosure

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APR 9 - 2007

CA TAHOE CONSERVANCY

Glen Smith  
Chairman, Buildings and Grounds  
Lake Tahoe Community Presbyterian Church  
775 588 1550  
glentsmith@juno.com

April 5, 2007

Jacqui Grandfield  
State of California  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Re: Upper Truckee River and Marsh Restoration Project

The Lake Tahoe Community Presbyterian Church, 2733 Lake Tahoe Blvd. is located adjacent to this project area. A portion of our property extends into the meadow. At a time unknown to present members of the church, several feet of fill material was placed in the meadow (SEZ). The fill covers an estimated ¼ acre.

In the interest of restoring the meadow to its full extent, the church would be willing to allow the Conservancy, or other public entity, to remove the fill and restore the underlying meadow to its original state. The church does not have the resources to do this restoration on its own.

If it is possible, the church would be willing to trade this portion of its property for adjoining or nearby land area that could be improved for our additional need for parking space.

Please consider this offer and request in your plans for the project. We would be pleased to meet with you to examine the property and the opportunity it offers.

Sincerely,



Glen Smith,  
Lake Tahoe Community Presbyterian Church





*League to Save Lake Tahoe*

April 30, 2007

Ms. Jacquie Grandfield, UC Consultant  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Ms. Grandfield:

Thank you for the opportunity to provide comments on the scope and content of the EIR/EIS/EIS to be prepared for the Upper Truckee River and Marsh Restoration Project. The following comments are submitted on behalf of the League to Save Lake Tahoe ("League"), a 4500 member non-profit organization dedicated to "Keeping Tahoe Blue."

The League fully supports comprehensive restoration of the Upper Truckee River and surrounding wetland and meadow areas. Given that the California Water Quality Control Board, Lahontan Region, estimates that more than half of fine sediment delivered to Lake Tahoe from surface water sources flow out of the Upper Truckee River, the maximum possible restoration needs to be concentrated in the Upper Truckee River watershed to achieve Lake Tahoe clarity goals

Full restoration is particularly important in the absence of existing land use constraints such as airports and golf courses. This is the case within the Upper Truckee River and Marsh project area. Therefore, the League encourages the Conservancy to pursue the alternative that provides the greatest ecological restoration potential and best meets the project purpose and need – "to restore natural geomorphic processes and ecological functions....to improve ecological values of the study area and to help reduce the river's discharge of nutrients and sediment that diminish Lake Tahoe's clarity."

The Draft EIR/EIS/EIS should clearly describe the relative water quality and overall watershed benefits of a range of alternatives, and then identify and environmentally-preferred alternative. Project alternatives should be ranked as to which best meet project objectives, using evaluation criteria such as:

1. Length of sinuous channel through the project area
2. Length of channel receiving overbank flow
3. Area of floodplain receiving deposited sediment during overbank events
4. Expected floodplain retention time during overbank events
5. Extent of reduced streambank erosion
6. Greatest capacity for riparian vegetation to be re-established

Alternative 3 appears to be the alternative that would best satisfy these criteria, and would require the least amount of excavation and minimize engineering components. Whichever alternative is selected



as the environmentally-preferred alternative, we request that the following restoration components be included:

- ◆ Remove fill behind Hartoonian Beach to recreate lagoon and wet meadow conditions
- ◆ Restore sand ridges (“dunes”) at Cove East
- ◆ Construct a bulkhead at the sailing lagoon to cutoff its open connection with the marina and Lake Tahoe and reconfigure the relationship between the sailing lagoon and the Upper Truckee River so that the river controls the hydrology of the lagoon. The EIR/EIS/EIS should describe the level of disturbance anticipated from this proposed activity.

In addition, the League requests that removal and restoration of the Tahoe Keys Corporation Yard be analyzed in the EIR/EIS/EIS, for potential inclusion in the environmentally-preferred alternative. The EIR/EIS/EIS should evaluate the environmental benefits of removing the Corporation Yard. The EIR/EIS/EIS should address questions such as: “Could restoring the Tahoe Keys Corporation Yard help alleviate flooding that occurs in its vicinity, and reduce pollutant loads delivered in stormwater runoff?”

The Draft EIR/EIS/EIS should describe the nature of the proposed hydraulic structure in Alternative 3, and the extent of disturbance anticipated with its placement and use.

It would be helpful to understand how restoration projects under consideration upstream from the Marsh will affect the likely success of the Marsh restoration project. For example, the Draft EIR/EIS/EIS should provide analysis of the expected benefits from alternative project designs in the Lake Tahoe Golf Course and Lake Tahoe Airport stretches of the river. How would full restoration vs. narrowly prescribed or no restoration in these project reaches affect the ability of the UTR and Marsh Restoration project to effectively filter nutrients and sediments from the Upper Truckee River before they empty into Lake Tahoe?

### **Public Access/Recreation/Education**

The League supports low-impact measures to enhance outdoor public recreation. Therefore, the League would support inclusion of public recreation and education components in the project, so long as they do not create negative impacts on the sensitive wetland/meadow restoration areas or deprive the project of funds needed to implement the maximum restoration alternative. Trails should be minimal, and located on the highest capability land, with access to the project area carefully managed and controlled.

The following proposal, contained in Draft Alternatives 1, 3 and 4, strikes a good balance between protection of the most sensitive portions of the site and realities of how people access the site: “Constructing trails and boardwalks along the eastern perimeter of the site to help direct and control existing pedestrian access to Barton Meadow, and in particular the interior of the site. Wet swales and low mounds would be used to discourage visitor access to the sensitive areas in the center of the marsh. The function of the boardwalks would be to raise people out of the wetter portions of the site where they currently walk and damage wetland vegetation.”

In addition to wet swales and low mounds, the EIR/EIS/EIS should propose protecting with fencing sensitive and recovering SEZ, with signage explaining the sensitivity of the restricted portions of the site. Re-routing the trail providing access to Cove East to west of the sailing lagoon on a new levee parallel to the marina channel is a prudent idea.

To help determine the appropriate scale and placement of recreational and educational infrastructure, the Draft EIR/EIS/EIS should better describe the purpose and need of the recreation and access component of the project. For example, is the intent to better manage current users of the area, or to encourage destination visitors to gain awareness of the importance of ecological restoration in the Basin?

If public access is managed appropriately, the League sees great potential for the project to raise awareness about the vital importance of ecological restoration and its significance to the health of Lake Tahoe, particularly of major tributaries such as the Upper Truckee River. The preferred project alternative should incorporate abundant educational signage about the project, especially along Highway 50. A visitor center is an excellent idea, as well as development of an interpretive program and interpretive signage in appropriate locations throughout the site. All of these measures would greatly enhance public education efforts.

The EIR/EIS/EIS should state a clear preference for low-impact, education-based visitation. The project should not attempt to be all things to all people. The EIS should clearly describe the proposed management and enforcement plan for the area, including regulation of snowmobiling and other high-impact uses of the area. How will snowmobiles be kept off the restored project area?

The Draft EIR/EIS/EIS should explore other low-impact recreation opportunities, such as provision of an access point for kayaks in the project area. The EIR/EIS/EIS should consider whether the project area could be formally designated as a wildlife protection zone to provide a greater level of protection against disruptive uses of the area.

The Draft EIR/EIS/EIS should explain how public recreation access will, or could, connect with existing or planned hiking and bicycle trails upstream from the project area. For example, could a connection with the proposed Greenway bicycle trail be established on high capability land? Could the informal and degraded trail south of Highway 50, on the east side of the Upper Truckee River in the Moser reach, be restored and relocated to serve as a connector between the project reach, the existing Class I bicycle trail paralleling Highway 50, and the airport project reach/Greenway bicycle trail?

The Draft EIR/EIS/EIS should describe how the restoration and recreation/access components of the Marsh restoration project relate to and connect with other Upper Truckee River restoration projects under development (Airport reach, Sunset Stables, Golf Course reach, Greenway bicycle trail),

Thank you very much for consideration of these comments. We look forward to working with the Tahoe Conservancy, other agencies and all interested persons to build support for maximum Upper Truckee River watershed restoration.

Sincerely,



Carl Young  
Program Coordinator  
League to Save Lake Tahoe

quiet of where we live. I hope you will realize the reasons we don't want this additional view point just beyond our yards. Thank you for your consideration!

-Russell & Mikayla Grant  
657 El Dorado Ave.

To Whom It May Concern -

April 07

You have asked for our neighborhood's reasons regarding not wanting viewing decks in our neighborhood meadow. As a firefighter's wife - I am home alone two days a week, and enjoy knowing my neighbors around me. I think the access points would draw in traffic and people parking in front of our home. I also babysit for friends and family, and as it is - there is enough traffic going up and down our street. We are home owners who pay good money to enjoy the peace and



**PATRICIA COX  
2642 AMERICAN RIVER DRIVE  
SACRAMENTO, CA 95864  
916-483-3-0344**

**RECEIVED**

**MAY - 2 2007**

**APRIL 30, 2007**

**CA TAHOE CONSERVANCY**

**JACQUI GRANDFIELD  
CALIFORNIA TAHOE CONSERVANCY  
1061 THIRD STREET  
SOUTH LAKE TAHOE, CA 96150**

**RE: UPPER TRUCKEE RIVER AND  
MARSH RESTORATION PROJECT**

**GREETINGS**

**I AM PART OWNER IN THE DUNLAP RANCH FAMILY COMPOUND, WHICH INCLUDES PRIVATE PROPERTY ALONG THE TRUCKEE RIVER THAT IS INCLUDED IN THE RESTORATION PROJECT. I UNDERSTAND THAT TODAY IS THE LAST DAY TO REGISTER COMMENTS WITH YOUR OFFICE.**

**I AM CONCERNED WITH THE FOLLOWING ISSUES:**

**1) IF THIS AREA IS GOING TO BE OPENED TO PUBLIC ACCESS, PROPER FENCING SHOULD BE CONSTRUCTED TO RESTRICT TRESPASSING ON PRIVATE PROPERTY.**

**2) IF WATER FROM THE RIVER IS TO BE REDIRECTED TO THE MEADOWS, WILL THERE BE AN ACTIVE MOSQUITO ABATEMENT PROGRAM IN FORCE?**

**3) WILL THE GROUND BE PROPERLY GRADED TO PROTECT SURROUNDING PRIVATE PROPERTY FROM FLOODING?**

**4) ARE BEARS AND COYOTES INCLUDED IN THE PLANNED WILDLIFE HABITAT? THEY HAVE THE UNFORTUNATE REPUTATION OF BEING THREATENING TO THE LOCAL COMMUNITY. WHAT PLAN OF PROTECTION FOR LOCAL RESIDENTS WILL BE INCORPORATED?**

**5) WILL FISHING BE ENCOURAGED ALONG THE RIVER? FISHERMEN AND HUNTERS HAVE BEEN PARTICULARLY PROBLEMATIC WITH TRESPASSING. (ON OUR PROPERTY, TRESPASSERS HAVE OFTEN COME THROUGH AND STOLEN WAGON WHEELS AND OTHER RANCH ITEMS.)**



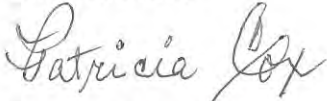
**SO, THE KEY CONCERNS ARE FLOODING, MOSQUITOS, AND TRESPASSING.**

**THERE MAY BE OTHER CONCERNS WHICH ARE NOT YET REALIZED. I HAVE NOT READ THE PROJECT PUBLICATION IN ITS ENTIRETY YET, NOR DISCUSSED IT WITH ALL FAMILY MEMBERS.**

**I ASSUME THERE WILL BE PUBLIC MEETINGS WHICH WILL WELCOME AREA RESIDENTS AFFECTED BY THIS PLAN.**

**THANK YOU VERY MUCH FOR MAILING THE PUBLIC ANNOUNCEMENT TO ME.**

**SINCERELY,**

A handwritten signature in cursive script that reads "Patricia Cox".

**PATRICIA COX  
SUCCESSOR TRUSTEE**

April 30, 2007

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Conservancy,

It is our proposal that the Truckee River and Trout Creek stream beds be restored in such a way as to best benefit the meadow, marsh and lake.

For the Northerly (El Dorado) side of the meadow we propose:

- No change to existing perimeter foot paths
- Leave the path and plank bridge from Bellevue to highland woods intact
- Continued use of dog poop trash cans for poop, litter and signage
- Inclusion of interpretive signs specifying nesting season "closed to pedestrian traffic dates"  
Respect wildlife ect.
- Bicycles on existing trails only
- Dog owners control your dogs or go to jail
- No boardwalks
- No viewing platforms
- No specified viewing areas.
  - o (These would mar the open beauty of the meadow)
  - o Parking is a major issue, don't advertise, don't bring attention to any specific locations, don't build a parking lot on this side of a meadow

Sincerely,

Cc: Cathy Lovel  
Norma Santiago

Respectfully,  
Joni & Kim Winkler  
664 EL DORADO  
SO. LAKE TAHOE

RECEIVED

April 29, 2007

MAY -1 2007

CA TAHOE CONSERVANCY

To Whom It May Concern,

As a five year resident on the meadow, I have observed relatively very little foot traffic in the meadow, which my home faces. Footpaths and bridges will serve to increase traffic by untold numbers.

PLEASE, LEAVE IT ALONE!

LET IT BE.



Val Dearborn  
652 ½ El Dorado Avenue  
S. Lake Tahoe, CA 96150

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MAY -1 2007

CA TAHOE CONSERVANCY

April 30, 2007

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

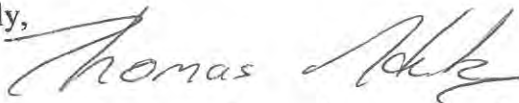
Dear Conservancy,

It is our proposal that the Truckee River and Trout Creek stream beds be restored in such a way as to best benefit the meadow, marsh and lake.

For the Northerly (El Dorado) side of the meadow we propose:

- No change to existing perimeter foot paths
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  - (These would mar the open beauty of the meadow)
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Sincerely,



Tahoe Residence Since 1989

Cc: Cathy Lovel  
Norma Santiago



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MAY -1 2007

CA TAHOE CONSERVANCY

1915 Blackfoot Rd  
S.L.T. 96150

April 30, 2007

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

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- No specified viewing areas.
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Sincerely,

Ryan Cook  
*Ryan Cook*

Cc: Cathy Lovel  
Norma Santiago

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MAY -1 2007

CA TAHOE CONSERVANCY

April 30, 2007

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Conservancy,

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  - (These would mar the open beauty of the meadow)
  - Parking is a major issue, don't advertise, don't bring attention to any specific locations, don't build a parking lot on this side of a meadow

Sincerely,

*Adrian Cook*  
Lifetime Resident - 1842 Apache Ave.  
So. Lake Tahoe, CA 96150  
Cc: Cathy Lovel  
Norma Santiago

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MAY -1 2007

CA TAHOE CONSERVANCY

April 30, 2007

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Conservancy,

We are 14 year homeowner-residents at 652 El Dorado Ave. at Bellevue. It is our proposal that the Truckee River and Trout Creek stream beds be restored in such a way as to best benefit the meadow, marsh and lake.

For the Northerly (El Dorado) side of the meadow we propose:

- No change to existing perimeter foot paths
- Leave the path and plank bridge from Bellevue to highland woods intact
- Continued use of dog poop trash cans for poop, litter and signage
- Inclusion of interpretive signs specifying nesting season "closed to pedestrian traffic dates"
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Sincerely,



Doug and Darcy Wallace



Cc: Cathy Lovel  
Norma Santiago



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MAY -1 2007

CA TAHOE CONSERVANCY

April 30, 2007

Jacqui Grandfield,  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Ms Grandfield:

My wife and I are residents of the AI Tahoe neighborhood living on El Dorado Ave near the intersection of Bellevue. We were unable to attend the recent public meeting, but would like to submit our comments and concerns during this phase of the project.

In reading through the project I can see a need for doing the channel work on the west side of the project area. The Upper Truckee River has become constrained and incised from the construction and location of the Tahoe Keys. What I do not understand is the need for viewing platforms or boardwalks on the east side of the project area. Our two concerns with these improvements are: Is there a need and how will the additional people be accommodated.

**Is there a need?** Currently there is a foot trail that starts behind Meeks Lumber and runs along the east side of the meadow all the way to Harootunain Beach. We use the trail a lot to take our dogs for walks. The majority of the people I've seen in the Meadow have walked or ridden their bikes along this existing trail. For us the viewpoint is the entire trail and not just a few spots along the way. Why create infrastructure in the meadow that will cause an increase in foot traffic and potentially more disturbance to the meadow?

**How will the additional people be accommodated?** AI Tahoe is a neighborhood that has its areas of homes, businesses, and parks. Currently we have two "parks": El Dorado Beach and Reagan Beach, both of which have dedicated restrooms and parking. If you build viewpoints and boardwalks on the east side of the meadow you will increase the overall foot traffic. These people coming to the meadow will not park at El Dorado Beach or Reagan beach, but instead they will park along El Dorado Ave. This will increase the overall traffic on our narrow street and along with more litter.

We appreciate your request for input from local residents. Please keep us on your mailing list as this project goes forward.

Sincerely,

The block contains two handwritten signatures in blue ink. The first signature is for Daniel Kikkert and the second is for Linda J. Martinez. The signatures are written in a cursive, flowing style.

Daniel Kikkert and Linda J. Martinez

PO Box 16247  
South Lake Tahoe, CA 96151



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CA TAHOE CONSERVANCY

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Ralph Thomas

P.O.Box 14472 □ South Lake Tahoe, CA 96151-4472 □ 530.541.2543 □ e-mail:  
htayurt@yahoo.com  
"4 Year Renter/Resident at 3043 Argonaut Avenue - Adj. to the Upper Truckee  
Wetlands"

Jacqui Grandfield April 25, 2007  
Wildlife Program - California Tahoe Conservancy  
1061 Third St.  
South Lake Tahoe, Calif 96150

Dear Jacqui

Thank you so much for providing the opportunity to hear what you, Rick and our other neighbors think about the proposed future of the beautiful meadow we all share. I love the amazing view every morning and the sounds of the coyotes & frogs at night. I was glad to hear that other people seem to appreciate it as much as I do. This meadow and wetlands is a very unique and precious.

I like dogs, but am not a dog owner and I too, yell at ignorant people to put their dogs on a leash to keep them from chasing the geese, ducks and other wildlife in this very sensitive area as well pick up bags of trash they so inconsiderately leave behind. I do not think that most of these people are locals but visitors from the urban areas or big cities. I can testify that only 30-40% obey the "Leash Law" and all the others let their dogs run free to chase birds and poop & pee wherever. Very few actually pick up the poop that their dogs leave on or near the trail. Nice effort on the providing the bags, but it's not working. Please consider a "NO Dogs" rule in this "wildlife Sensitive" area.

The fact that the meadow is public land does not give every person the right to use & abuse it. Yes, open recreation and accessibility is important for public land but not at the expense of destroying a sensitive wildlife and environmentally sensitive area! Please save it!!!! We need to think about the future of the Lake Tahoe Basin. What we do today will determine the outcome of what it will look like 20,30 and even 100 years from now. And we now know from experience, how important it is to save our wetlands for the clarity and health of the lake. And isn't that one of the main purposes of a "Conservancy"? The number one priority for this meadow should be restoration & preservation. Please do NOT build "viewing stands" or boardwalks on the east side of the meadow as proposed in Alternatives 1-4. "If you build it, THEY WILL COME!" Yes, we can (and do) share the meadow - but I think there must be better alternatives than what has been presented to us. As an alternative, why not expand and develop the area on the west side next to Tahoe Keys as proposed ... or look at expanding the Mackinaw area for development and parking? Our quiet little street does not need to be a parking lot for teenage beach parties & dog parks. Argonaut Avenue or El Dorado does not have the parking spaces, sanitary facilities, trash removal & other amenities to

accommodate a "public" wildlife viewing area. Let's try to keep it simple and private the way it is so that only people who appreciate it & value it are those who use it. Educational signs about "No disturbing the Wildlife", No Dogs, No Bikes seems much more realistic than building "Wildlife Viewing Stands".

Please consider these alternatives in your future plans for the Upper Truckee Marsh.

□

Some other things to consider...

- No Smoking or campfires - the threat of wildfire in the open grasses and fallen trees on the edges of the meadow is concerning to some of us.
- No Mtn Bikes or Motorized Vehicles - the dirt path seems to be just fine but the impact of bikes is becoming more obvious. If someone is there to view the wildlife and appreciate the beauty of the meadow - they can't do it traveling 5-10 miles peddling a bike , Let's keep the bike path where it is - 1-5 blocks next to Hwy 50 on a safe path allowing access from one part of town to another without having to risk their life on the Highway with all of the high speed traffic. The City of South Lake really needs to deal with this.
- There also needs to be some enforcement of these rules. Unfortunately there will always be people who will ignore any and all rules. But some type of patrols, "citizen arrest" , neighborhood patrol or something? will have to be done for a while until people become educated and understand why this meadow and the wildlife is worth saving. We love telling people that they'd better put their dog on a leash because there's a pack of coyotes just around the corner waiting to attack. (They still just don't get it! They think the meadow is a dog run and nothing more & the coyotes should be shot! - Ha!) Information signs & maps directing people to other places more appropriate to let their dogs run free in the woods, party beaches, picnic areas, Reagan, Pope, or The "new improved Barton Beac " areas would be helpful suggestions for the general public. Some out-of-town people don't realize how many public beaches are on the south shore. In fact, we direct a lot of people over to the Camp Richardson & Pope Beach area who get lost in our neighborhood trying to find a beach or river to hang out at for the afternoon.

In conclusion - I'd like to see the simple dirt path and minimal access points left the way they are now, nothing more needs to be built on the northeast side of the meadow. Keep it simple. I like the idea of expanding the already existing public access with a full-service Visitor center next to the Tahoe Keys Marina as a vision for the future growth, 'wildlife viewing' and enjoyment of Barton Beach with ample parking & amenities.

And whatever restoration to the river, wetlands and meadow from years of abuse from the cows and Tahoe Keys water diversions, etc. that needs to happen would be welcomed and this

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should be your main focus. And the sooner the better. Mother Nature does have amazing ways of healing itself. Please help restore & preserve the meadow and it's wildlife by eliminating dogs and abuse by their disrespectful humans. I know this will be a huge challenge but feel that something has to be done soon in order to save it - and that is part of your job.

I am thankful that you & others are trying to restore it and protect it for the future.

I am also willing to do whatever I can do to help - please keep us informed.

Sincerely -

Ralph Thomas  
3043 Argonaut Ave.  
South Lake Tahoe, CA 96150  
htayurt@yahoo.com  
530-541-2543

□



P.O. Box 8944  
South Lake Tahoe, CA 96158

**RECEIVED**

APR 30 2007

**CA TAHOE CONSERVANCY**

April 27, 2007

State of California  
Jacqui Grandfield, UC Consultant  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Reference: Notice of Preparation, hereinafter referred to as NOP  
Undated, unnumbered  
By: State of California, California Tahoe Conservancy; United States Department of the Interior,  
Bureau of Reclamation; Tahoe Regional Planning Agency (Lead Agencies)  
Subject: "Notice of Preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact  
Statement (EIS)/EIS for the Upper Truckee River and Marsh Restoration Project, South Lake Tahoe,  
California"

Subject: Comments to NOP by J.T. and C. Rosenberg, Affected Property Owners and Interested Parties

As requested, comments regarding the proposed Upper Truckee River and Wetland Restoration Project, as described in the NOP, are provided here for your consideration in further project planning and in preparing the EIR/EIS. We would be happy to provide further information if requested, and we would welcome the opportunity to help with this Project, if we can be of service.

Our comments are organized as follows:

- Our Relationship to Study Area and Project
- Comments on General Project Objectives and Directives
- Specific Comments on Components of the Project
- Project Component Selection Recommendations

### **1. Our Relationship to the Study Area and Project**

We own a single family residence at 2376 California Avenue, South Lake Tahoe, CA, APN 023-700-18-100. We have owned this property and lived here for about 20 years. Our home is located in the Project Study Area in extremely close proximity to the Upper Truckee River, on the west side, at about RS 1600. Our home is one of the closest to the river of any in the study area, perhaps the closest by a measure such as weighted aggregate lateral and vertical distance. The river is the dominant near field feature of our location. We comment here both as potentially highly affected property owners and as members of the public.

### **2. Comments on General Project Objectives and Constraints**

We generally support the missions and many activities of the NOP lead agencies in the Tahoe Basin. Below are some comments on general objectives and directives we support and recommend for your consideration in planning this specific proposed Project and in preparing the EIR/EIS.

#### **2.1 Recommended Primary (Overarching) Project Objectives**

- 2.1.1 Preserve and enhance the clarity of the lake.** Conduct a phased project of Upper Truckee River and wetlands actions to measurably reduce fine sediment infiltration into Lake Tahoe from the Upper Truckee River.

This objective appears to us to be the greatest overall purpose of the whole Project and we feel it should either precede or supplement the present first objective in the NOP.



The following two bullets are descriptive guidance we hope will be provided to the planners. It can be part of the objective or a complementary directive.

- Implement the actions in a step-by-step process. Quantitatively validate effectiveness of completed components and establish new baseline data. Use the new baseline to verify the ongoing need for and design of later phase components. The primary metric for validating an implemented component should be measurable reduction of fine sediment infiltration into the lake, rather than secondary derived metrics, such as areal extent of seasonal overspreading and the like, which are not in themselves sufficient to guarantee achieving the overarching objective.
- Among effective alternatives, give higher priority to lower alteration components performed as much as possible on Conservancy or public land. This will minimize short and long term public impact, the severity of possible design errors and unforeseen consequences, and public opposition to what may be perceived as large and unnecessary alterations to the status quo perceived by many as a natural equilibrium.

**2.1.2 Preserve and enhance the present semi-natural state of the undeveloped low use and high sensitivity portions in the study area but allow relatively unassisted low impact public recreational use.**

Minimize to the extent possible the temporary and permanent developmental or engineering activities and permanent visible constructs in these “inner” and generally low use areas, while promoting desired Project biological and hydrology objectives. But allow continued recreational access with no constructed aids to those relatively few who wish to experience this area’s semi-natural condition and beauty away from signs of development and who expend the effort to do so. The study area is located in an urban area and should remain available to those residents and visitors who value a nearby natural experience and are willing and able to access it without assistance; to not litter; and to not damage the environment.

**2.1.3 Preserve and enhance assisted recreational use, with appropriate engineered facilitation and environmental protections, in the high use areas near the marina and lower west section, the upper southwest perimeter, and the lake shoreline.** This can include a kayak/canoe take out near the marina, new raised or paved bike and pedestrian trails connecting the present trails to the west and south study area boundaries, and unmanned access points. However, major development actions, such as erecting an office/concessionaire building, an additional paved parking area in this already heavily paved area, or allowing a commercial vendor are remarkably incongruous with the objectives of restoring the river and wetlands. The lead agencies would be perceived by many, including us, to be developers, when we expect them to be mitigating development effects. Also, the overall goal is to get closer to nature, and away from pavement, buildings, and concessionaires. Some assistance such as paved or hard surface wheel chair accessible trails, signs, boardwalks along the lake, viewpoints to see the magnificent lake and new marsh are fine.

**2.2 Recommended Project Directives (Mandatory Constraints)**

**2.2.1 Flood hazard on adjacent property shall not be increased.** The NOP states this in very weak form, as an objective. No required confidence level is specified, no monitoring system to verify compliance, and no mitigations or remedies are discussed in case of failure to meet this objective. The net result is that a very ambitious project is being contemplated with possibly insufficiently validated models and assumptions, no confidence limits and sensitivity or perturbation studies, and no mitigation plan in case of error. The adjacent property owners appear to be in significant danger of being put at risk by this weak plan element. An accuracy of a few inches in estimating high water level, for all reasonable normal and abnormal ground table and lake water levels, and for all river flow rates, at a given or worst-case property probably is necessary to insure no increased flood risk. The adjacent developed area is low lying and presently in delicate balance with only this margin of safety (a few inches) against flood water intrusion into structures.

**2.2.2. The fire danger in the study area and on adjacent property shall not be increased and shall be decreased where feasible.** Positive fire risk control and mitigation elements are needed. Even at present, the public lands in the study area do not show evidence that this hazard is being actively or adequately managed. Several obvious risks are dead willow stands, transient encampments, and public parties. The proposed Project has various components that may increase these and other risks.

Increasing willow populations without managing dead stems, branches, and deadfall will surely increase the risk of, severity of, and difficulty in controlling fires in the study area. A full hazard analysis and active Project elements to identify and mitigate risk is needed.

2.2.3. The Project shall be sensitive to, and shall seek alternatives that avoid or minimize adverse effects on, the site's history, cultural heritage, and interfaces with adjacent property owners. The present objective on this subject in the NOP addresses history and heritage, but not present residents.

2.2.4 The Project shall implement a public health and safety program, including monitoring and control of mosquito and mosquito borne diseases, fire, trash, and sanitation. This expands the items to be addressed and calls for monitoring.

2.2.5 The Project shall be designed to be implemented in phases. Validating metrics and quantified baselines on completed phases shall be established as a requirement to implementing a new phase. Mitigation of larger adverse human alterations shall be addressed in the first phase. Highest benefit and least controversial elements should be collected and performed first to the extent practical. Then, the effects of these uncontroversial and completed elements can be measured used to establish the need for, and accurate design of, later phases.

Relevant metrics should be based on fundamental objective of that element, not on a secondary design parameter or objective. An example of relevant metrics might be frog, crustacean, and various trout populations and health, rather than mean water temperature, if the latter is meant to benefit the former.

The most extreme prior adverse human river alterations, which presumably are the primary root causes of the need for river and wetland restoration in the study area, should be addressed first. This is simply good public relations. These include channelization in the reach from about RS 6,300 to RS 9,300; hydrologic funneling at the highway 50 underpass; restoring sinuosity and functionality in the previously excavated lower west section; and upstream channelization adjacent to the airport. To first reengineer stretches which many see as a natural present equilibrium, would be unpopular and probably is not sound scientific prioritization.

2.2.6 The Project design shall identify and account for natural destabilizing factors to the reengineered flow that can strongly affect post-Project hydrology and cause river wandering. A post-Project management element shall be included to detect and mitigate such destabilizations. Destabilizing factors include but are not limited to: lack of soil cohesiveness causing potential post-Project channel alterations; future beaver and muskrat activities; tree falls; and debris jams. If major changes are implemented in this Project, even if they function properly and in accordance with design analyses when installed, effects such as the above can invalidate them. Some destabilizations must be anticipated, as they are inevitable and universal river characteristics. If the reengineered flow is changed by these later destabilization factors in ways that haven't been accounted for in the design, then long term control of hazards such as flooding will require active management, monitoring, and repair of the design to keep it stable.

In conclusion, as someone observed (probably a cat herder), anyone who thinks they can control the path of river will be provided guidance by the river. With that difficulty in mind, we suggest a cautious design philosophy in planning the present highly ambitious project:

- fix the very bad development damage first, especially what is now causing active degradation to the lake
- measure what happens (quantify effectiveness and new baseline)
- don't overstep the knowledge and abilities of modern technology, funds, and public will
- avoid unvalidated and/or unnecessarily heroic elements
- proceed cautiously and verify net fundamental good
- localize risk and adverse impact to public unpopulated property
- do no harm.

### **3. Specific Comments on Components of the Project**

The NOP presents presently contemplated Project Components in terms of four "action" Alternatives, and a fifth Alternative called No Project/No Action. Components are stated in the NOP to be modular, meaning they can be

moved to other Alternatives or removed entirely in the final Project. Since the NOP Alternatives are highly changeable groupings, the following comments generally address Components rather than Alternatives, regardless of which Alternative they now appear in or are later moved to. Components in the NOP seem to us to separate fairly unambiguously into two categories: 1) river and marsh restoration and 2) recreational use.

3.1. Fire Hazard. We suggest addition of an Objective that calls for reducing fire risk by including design and management elements to decrease likelihood, intensity, and controllability of potential wildfires in the study area and surrounding areas.

Similarly, we suggest addition of a Directive: Under no circumstances shall the Project increase fire risk, including likelihood, intensity, and controllability of wildfires in the study area and surrounding areas.

Major factors to consider are the possible increase in mass and/or areal extent of brushy fire fuels, particularly mature, dried, and/or dead willow stems and branches that are an inevitable byproduct of unmanaged willow colonies. While riparian plants such as willows may provide environmental and river stabilization effects that promote one or more objectives of the Project, they also may increase fire risk, perhaps significantly. They increase ladder opportunities possibly leading to catastrophic canopy fires, they add significant fuel mass contributing to fire intensity, and they are easily ignited increasing the statistical likelihood for natural or human caused fire. One way the mature willows increase likelihood of human caused fires, and other public health issues, is by providing opportunities for clandestine transient camps or teenage parties. In fact, there have been instances of such human caused fires starting in willow clumps in the study area in the past.

A suggestion is that it may be possible to obtain the environmental benefits of these plants while not increasing, or even reducing, the fire risks they pose. This could be accomplished by a Project component that provides for some sort of public or private safety program to cut and chip or otherwise remove or harvest the mature willow growth of age 2 or more years. The mature drier or dead wood even may be recyclable in various ways, such as chipping on site, biofuels, furniture or basket weaving as practiced by the previous cultures and some local craftsmen, etc. The riparian willow root system is very hardy and extremely unlikely to be affected by such pruning, thus retaining soil stabilization benefits. Similarly, shade and other environmental benefits can be obtained by allowing young growth (green stems up to 1-2 years old), which do not pose significant fire risk. Additionally, beaver populations may be more easily managed. However, any such management program should be required to be conducted in an aesthetically responsible fashion, minimizing slash, stumps, and residual visual evidence of cutting.

3.2. Reconfiguration of split channel from RS 500 to RS 2600: We adamantly oppose moving the low flow channel from its present location to "the second east branch channel from RS 1400 to RS 2600." We request that the following factors and impacts of this potential Project component be considered in the EIR and in further Project planning.

3.2.1. Adverse impact to nearby established residents. Our home is located on the river at about RS 1600, essentially ground zero for this particular action. Our home site is below the split channel reach from RS 500 to RS 1400, and directly opposite the upper bifurcation of the split channel reach now running from RS 1600 to RS 2,600. This particular action, as described in the NOP, would be initiated just upstream of us and would remove the river from our location, an immense and hugely adverse impact to us.

Our home is a low visual impact residence built to experience the river. The house is within approximately 30 to 120 feet of the bank, depending on season and flow rate; was built over 35 years ago; and has never flooded. The terrain between our home and river is vegetated with meadow grass which we keep trimmed, but do not fertilize or apply any chemicals to. A broad variety of wildlife uses this area freely, and we do not interfere in any way. We try to act as informal and positive river stewards picking up litter and flotsam; warning the public about unecological activities; watching for and mitigating environmental and hydraulic hazards; and probably simply by our presence reducing adverse public impact to the west shore in this reach. The presence of the river is the defining characteristic of our site, visually, aesthetically, and physically. The presence of the river is the



reason we bought this property. Our location has been called by many the most beautiful they have seen in South Lake Tahoe, and we certainly feel that way. We tread lightly, but we are enormously dependent on the river.

This “taking” of the river would destroy the aesthetic charm and property value of our home and would crush us emotionally. When we purchased this property we considered it inconceivable that any public or other entity could or would take away the river; it seemed a permanent fixture of the landscape during our likely tenure, as much as anything is permanent. First of all, the river is not on public property in this area; and secondly it was not altered by development in this reach, and so it was not reasonable to consider it to be a candidate for a massive government modification, such as this diversion, in this area. This proposed action would be totally insensitive to the development history of this site and to our heritage on it, including our unofficial stewardship of the river and environment, our investment of time and resources as this is our retirement home, and our reasonable expectations as residents. We have been an extremely positive influence on this reach. This action would greatly reduce our usefulness, and the general public benefit of this nearby and low impact presence on a relatively undeveloped but still urban area that can easily be a site for various forms of environmental harm and public nuisance. Furthermore, our own risks due to less restrained human hazards also would be harder to manage.

The personal damage to us of this almost inconceivable action in our backyard could be enormous, and as affected property owners we would use every means available to us to prevent it. On the other hand, we would be willing to meet with the Project managers and technical representatives to determine if other modifications are possible in this reach which are less detrimental to us, but accomplish Project objectives for this particular component. These could include options such as easterly diversion downstream of us or even western diversion with increased sinuosity and/or a more threaded channel opposite us, as was the case about 15-20 years ago.

3.2.2. Inadequate quantitative evaluation of benefits of this eastern diversion. Some results of hydrologic modeling and geomorphic analyses of the present conditions (status quo) and estimated conditions after implementation of the various Alternatives are summarized graphically in the NOP document. These analyses and results are a, or the, primary justification for proposed river modifications, including the present diversion. The accuracy and confidence level of these analyses are not specified, but unless there is high confidence that the results accurately compare alternatives to each other and to the status quo, there is high risk of invalid comparisons, unexpected outcomes, potential environmental or public harm, and waste of resources.

Classic sources of uncertainty and errors in analysis and modeling include *faulty initial data*, a *high reliance on assumptions*, and *failure to include all key variables*. Since it appears to us that all three may be present in this case, we suggest that confidence and uncertainty levels of predicted benefits, and likelihood and hazard levels of errors or violations of directives, be provided and made part of the EIR/EIS and planning.

The particular *initial data concern* we cite is that the 2-5 year overspread area for the present configuration (status quo) starting at RS 1600 appears grossly understated in the NOP versus our on site observations over the last 20 years and the last 2-5 years. The river regularly overbanks and overspreads a much wider than depicted plane in this region. If present analyses do not give full credit to current seasonal high water out of channel flows, and resultant removal of sediment, in this reach, then any estimated incremental benefit of a diversion to the east channel will be overstated. Similarly, in this second split channel reach, the east channel, which was deselected by the river itself, has quite high banks which would presumably reduce its effectiveness in providing out-of-channel siltation planes. Again, the NOP diagrams do not indicate the high degree of confinement or mention any plans to reduce bank heights in this new proposed low water channel.

Our concern of a *high reliance on assumptions* stems from two factors. First, the full Project is likely to contain other river modifications, both upstream and downstream of the present split channel alteration. It cannot be known now which modifications will be implemented nor what will be their specific realized quantitative effects on the overall flow (how successful and close to prediction their results will be). Thus, the modelers and analysts had to rely on assumptions. Second, necessary assumptions should be stated and peer reviewed, and the effects of errors provided in a sensitivity



analysis, and assessed in the EIR/EIS. Without such thoroughness and review, assumptions are not a sufficient basis for any high risk decision.

Our concern of possible *failure to include all key variables* in the models is that the stability and permanency of the effects apparently has not been modeled in a perturbation analysis. Credible destabilizing factors that can strongly affect the model predictions are bank collapse due to lower than expected soil cohesion (the banks in this area have a very high sand content), beaver dams which have previously diverted the river in this area, and natural blockages which regularly develop in this reach and alter the flow and channel.

3.2.3. Insensitive selection of upstream diversion point. The proposed diversion to “the second east branch channel from RS 1400 to RS 2600” is proposed to occur at RS 1400, upstream from us. However, the actual present upstream bifurcation point between the east and west channels is well downstream of RS 1400, and actually downstream from us. It is just below RS 1600, and has been for the last 20 years and probably for much longer. Not only would a diversion to the east channel be highly detrimental to us, but moving the diversion point upstream to RS 1400 would probably be the most devastating means of implementing this component. We request that any plans to implement this channel consider the effect on our property, confirm the benefit with validated calculations and data, await implementation of other aspects to confirm their effects, and consider whether other options such as a diversion point downstream of us or other configurations near RS 1600 would provide reasonable benefits.

3.2.4. Inadequate justification and excessive adverse impact for this component. This component is not on public property, and hence should be held to higher standards of necessity non-adverse impact. The present channels seem to work, since overbanking and deposition occurs regularly and extensively with the present western low flow channel. This component is not solidly established as necessary or even preferable. It is the most adverse option of any in the plan (a maximum rather than minimum impact). The construction activities and their aftermath would be destroy the quality of life in our residence for years, if not permanently. This home site has always been on the river in our 20 years here, and in fact the river was even closer (farther west) until beaver and hydrologic action moved it to its present location.

3.3. Bank Protection from Highway 50 to unspecified endpoint near or beyond RS 1200: Aesthetic quality as seen from east and west banks as well as river should be required. To extent possible, the protection should look natural, with indigenous colors and materials, hopefully soft.

3.4. In Alternative 3 there is a component to excavate portions of the meadow/terrace in the reach between Highway 50 and Big Bend [presumably located near RS 3,000]. This potentially highly invasive component does not seem to appear on the map, only deep within a bullet in the text, and so may have escaped public attention. If so, the public comment period on this feature should be extended.

We strongly oppose excavating meadow/terrace anywhere in this region. It would be a brutal disruption of the present natural environment and would massively impact adjacent property owners during implementation. The specified reach is very long, including both split channel sections, and long quasi-natural sections below them, including native meadows. Below the split channels this section is relatively untouched (naturalized) for decades and is heavily used by wildlife of all sorts. It is highly scenic. This concept as stated in the NOP is incredibly destructive and invasive, does not occur on public land, will be an eyesore and health hazard throughout implementation and for years thereafter, and cannot conceivably have sufficient benefit to even warrant consideration as stated.

In addition, as adjacent property owners, we file all the same comments and reactions as stated in our comment 2, above.

3.5. There is no component to tie in existing surface water channels and ponds in study area on west side from Highway 50 to about RS 1400. These should be explicitly and appropriately reattached to the river flow.

#### 4. Project Component Selection Recommendations

For your consideration, here are some components in the NOP that we think would be desirable in the Project.

- All river channel features in Alternative 1 below RS 3,000. These all occur on public land, are minimal changes to existing flow, accomplish project goals of raising the river bed and reestablishing the connection between flood plains and river. They look like good science, minimum alteration to present status, good PR, low impact to adjacent properties, cheaper and less invasive than alternatives.
- No diversion to east split channel between RS 1400 and RS 2600.
- Bank stabilization near Highway 50.
- Minor restorative river and wetland actions, not now in NOP, near Highway 50 underpass and to the west "wetlands", ponds, and drainage channels, from Highway 50 to about RS 1400. Objectives are to reduce stagnant water, improve channel flow and aesthetics in immediate vicinity of highway underpass, and control fire risk in this area.
- No bank removal (incising). This is hard to like or comprehend, but particularly on non-Conservancy land where the impact to adjacent property owners would be large and adverse.
- No meadow/terrace removal. Same explanation and comment as for bank incising: hard to like or comprehend, but particularly on non-Conservancy land where the impact to adjacent property owners would be large and adverse.
- Bike trails in Alternative 1 along south and west study area boundaries. These are simply low impact and attractive additions to the town. The connection between the existing bike paths from Springwood to El Dorado will be very pleasant for family recreation. Much more scenic and logical than the present bike path.
- A bike path or option of any sort along the shore from near Lakeview to the Tahoe Key Marina area would be a huge boon to the town. It would be the kind of thing people who come here for a little nature would absolutely love. It could be really special. We highly encourage trying to include it.
- A boat takeout below RS 6,000 rather than near RS 200, or both.
- No office buildings, concessionaires, or new paved parking. This is excessive and unwanted development. Parts of it look like attempts to generate income at the expense of environment. There is plenty of parking here already. In addition, users probably want a lower rather than higher amount of development and government assistance. They are there to experience the great outdoors. Attractive self service gates, exhibits, and improvements would be plenty.

Thank you for allowing us to provide our comments and for your consideration. Please let us know if you would like further information or clarification.

Respectfully,



J.T. (Tom) and Catherine Rosenberg

530/541-8051

April 30, 2007

Dear Ms. Grandfield:

I am writing in response to the scoping packet for the Upper Truckee Marsh restoration project. This has the potential to be a really great project. As a resident of the Al Tahoe neighborhood, I have a special interest in the Upper Truckee Marsh. For me and for most of my neighbors, having access to the marsh is one of the very best things about living in Al Tahoe. So I was extremely disappointed and alarmed to see that all of the alternatives propose substantial restrictions on pedestrian access. I was equally disappointed and alarmed to see the phrases "discourage pedestrian use" and "discourage beach access" in several places in the document.

Most of the perimeter trail could be constructed using permeable pavers (with holes in them – as used in Paige Meadows). These armor the soil surface, prevent the trail from becoming incised, and clearly delineate the preferred route, thus discouraging additional user-created trails. Permeable pavers are very inconspicuous and would not impair the visual quality of the landscape (as well as being relatively inexpensive and requiring no maintenance). Raised boardwalks might be appropriate in a few of the wetter sections of the perimeter trail.

Being able to walk along the beach and behind the Yellow Cress preserve to the Upper Truckee is the greatest advantage of living in my neighborhood. I know that this value is shared by the vast majority of my neighbors and none of us want this amenity taken away. Yet none of the alternatives include pedestrian access to the beach from the trail near San Francisco Street. Clearly this access has been sanctioned for a number of years, as demonstrated by the trash cans and dog refuse stations placed at the San Francisco access and at the beach. Again, most resource damage could be prevented through the installation of permeable pavers to delineate a preferred pedestrian route.

I do not support "viewing platforms." I would prefer that any constructed improvements be less visually intrusive. Additionally, viewing platforms send the message that the site is an "attraction."

I do not support a bike trail in any part of the marsh. I do not believe a bike trail is an appropriate use for this land.

While it provided a lot of good detail, the scoping package did not provide any information about the expected results of any of the proposed channel restoration designs. Since I am not a channel restoration specialist, I have no way of forming an opinion on which of these designs would be preferable. Please provide information on the relative advantages and disadvantages of the channel designs in future mailings.

In general, I support minimal construction for recreation purposes. I support continued access to the beach from San Francisco Street, and a trail along the beach and behind the Tahoe Yellow Cress preserve. If visitor use is not significantly increased due to recreational improvements, we can continue to enjoy this landscape as we do now, without significant resource degradation. (If you build it, they will come, and you may not like the results.)

It is nice to see the river reconnecting to the lagoon system on its own, and to see the lagoon system becoming reconnected all the way across the marsh. I hope to be able to continue to enjoy the marsh and beach as I have during the years I have lived in Al Tahoe.

Sincerely,  
*/s/ Denise Downie*

POB 1883  
South Lake Tahoe, CA 96156



April 30, 2007

Rick Robinson  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Dear Rick:


I have reviewed the Public Announcement regarding the Upper Truckee River and Marsh Restoration Project. I reside at 2836 Silverwood Court in Highland Woods for the past 20 years.

I have two major concerns regarding this project:

1. On page 7 of the document, Objective 10 states that implementation of "mosquito monitoring and control" will become a part of a project when adopted. The four action alternatives offer no specifics concerning mosquito abatement. The Barton Meadow, and specifically the "wetlands" behind my house are one of the worst mosquito breeding areas around the entire Lake Tahoe basin per El Dorado County Vector Control. Standing water is of course the perfect environment for the breeding of mosquitoes. I know from personal experience after wet winters, we are inundated with mosquitoes, case in point—last year. They were a serious nuisance before the emergence of West Nile Virus; now, they are a serious threat to our health and potentially our lives. I'm told the Trout Creek project a few years ago was a "model" of successful stream zone restoration, but I've heard from residents that certain "plugs" in the old, unrestored, creekbed have exacerbated mosquito problems for nearby residents. It appears the job was never completed with the revegetation and restoration of the old creekbed. I have serious concerns over the impact for Highland Woods, Al Tahoe and Tahoe Island Park Unit #4 in terms of increased mosquito populations resulting from a flooded meadow every year, which will lead to ponding and standing water well into the summer and even fall months. A flooded meadow would actually **prevent** mosquito abatement since Vector Control would be unable to gain access to a flooded meadow with their ATV's.
2. I cannot find identification of affected streets, cul-de-sacs and other present points of entry for public access in the document. I have concerns over where the proposed access points would lie for enhanced public access.

I would appreciate the opportunity to offer my comments in further public or agency hearings regarding these two matters. I also highly recommend including El Dorado County Environmental Health director Ginger Huber in future discussions. She has first hand knowledge of the West Nile Virus threat already discovered in the meadow areas under discussion, as well as the continuing problems stemming from the Trout Creek project.

Sincerely yours,



Doug Rosner  
(530) 314-9221 (cellular); P.O. Box 9012 South Lake Tahoe, CA 96158



RECEIVED

APR 30 2007



*Alpine*  
*Chiropractic*  
**CA TAHOE CONSERVANCY**  
*& Sports Clinic*

*Glenn G. Miller, D.C.*

Certified Chiropractic Team Physician  
Certified Disability Evaluator  
Certified Independent Medical Examiner  
Certified Emergency Medical Technician

April 26, 2007

California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

RE: Meadow Proposals

Dear Conservancy Board Members:

My name is Glenn Miller and I live with my wife Jan, and son, Austin at 3053 Argonaut Ave. I bought this home in 1979, so I have seen many changes take place in the meadow. We attended your meeting last Tuesday night with those who reside on the meadow. We were asked to write a letter addressing our concerns about the proposed changes. Please consider the following before making your decisions.

There are two reasons why I have lived in this location so long. Through the years, I have enjoyed our peaceful neighborhood. We all police almost every car that makes its way down to our street. Those who we don't know, we kindly give them directions out. The theft and vandalism is very low. I fear bringing in visitors will detract from the peace we all enjoy. The street parking has to be kept to a minimum due to narrow streets and lack of space. More and more cars will be parking in front of our homes. The more people you invite into these streets, the more chance for temptation to take what is not theirs. I believe vandalism and theft will go up proportionately. So that is what I fear will happen when more visitors are directed down our neighborhoods to view not only the meadow but the contents in our homes and garages. Please don't count on the city to police those who don't live here. I know that this is off the topic, but the city can't even take care of the cracks in our streets! Take a look at what has been getting progressively worse and has not been attended to since I've lived here for almost 30 years!





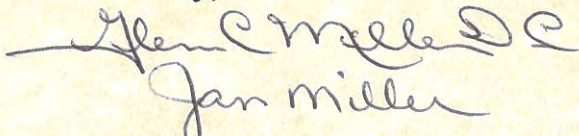
I enjoy the wildlife and untouched beauty of the meadow seen from our windows. The reason why I bought in this location was that I heard that no building would ever happen behind my home. Now, I'm hearing that paths and viewing stations are being considered. Maybe my side of the meadow doesn't get as many visitors, but I am totally in the dark about any problems with people. I see them walk/run by on the path beyond the trees out my window. My opinion is that the more you present this meadow as an attraction for all visitors to see, the more the wildlife will find other areas to live. Without this wildlife, you will have just another vacant field with viewing stations describing what use to be the normal habitat. I fear that the presence of too many people will certainly push the wildlife away.

Don't we have enough viewing sites around Lake Tahoe? Why do we need to bring visitors into our neighborhood streets and backyards? Aren't there viewing spots around this meadow that people can get to via the beach, by bike trail behind Meeks or near the Key's Marina that can expose the meadow enough for those so inquisitive to want to view it?

For the above reasons, we are against setting up viewing stations in back of our homes. Also, we are against allowing more residential street parking creating potentially more meadow entrances and paths for visitors to complicate and ruin what has been fine for so many years.

Please consider our right to peace and privacy.  
Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Glenn & Jan Miller". The signature is written in dark ink and is positioned above the printed name.

Glenn & Jan Miller



quiet of where we live. I hope you will realize the reasons we don't want this additional view point just beyond our yards. Thank you for your consideration!

-Russell & Mikayla Grant  
657 E Dorado Ave.

To Whom It May Concern -

April 07'

You have asked for our neighborhood's reasons regarding not wanting viewing decks in our neighborhood meadow. As a firefighter's wife - I am home alone two days a week, and enjoy knowing my neighbors around me. I think the access points would draw in traffic and people parking in front of our home. I also babysit for friends and family, and as it is - there is enough traffic going up and down our street. We are home owners who pay good money to enjoy the peace and

From: Mike Elam [melam@trpa.org]  
Sent: Thursday, May 10, 2007 7:44 AM  
To: Jacqui Grandfield  
Subject: FW: The Meadow

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From: Bill Beall [mailto:bealljb@yahoo.com]  
Sent: Sunday, April 29, 2007 2:13 PM  
To: Mike Elam  
Subject: The Meadow

As a full time resident of the Al Tahoe community (866 Stanford Av), I would not want to see The Meadow turned into a tourist attraction. Although there are ample Vacation Rentals in the area, Al Tahoe is a family oriented neighborhood with children playing and folks walking the streets and the Meadow. We do not need an added influx of traffic speeding through the community and parking in our yards and driveways. Please leave The Meadow to it's natural beauty and peace.

Sincerely,  
William Beall  
530 544 1969

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Ahhh...imagining that irresistible "new car" smell?  
Check out new cars at Yahoo! Autos.  
From: Mike Elam [melam@trpa.org]  
Sent: Thursday, May 10, 2007 7:43 AM  
To: Jacqui Grandfield  
Subject: FW: Public Comment on Upper Truckee Restoration

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From: Gantt Miller [mailto:ganttm@gmail.com]  
Sent: Monday, April 30, 2007 4:38 PM  
To: Mike Elam  
Subject: Public Comment on Upper Truckee Restoration

#### RESPONSE TO UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT

FROM:  
GANTT AND JAYME MILLER  
871 MICHAEL DR.  
SOUTH LAKE TAHOE, CA 96150

WE ARE HOME OWNERS ADJACENT TO THE MEADOW AND WORK IN THE COMMUNITY.

MIKE ELAM,



Thanks for allowing us the opportunity to comment on the scope of work proposed for the South Upper Truckee. What follows is our list of concerns and suggestions:

- It is our opinion that the river's current flow pattern is meandering and sinuous and relatively natural, therefore it should be left fundamentally undisturbed without additional human tampering and engineering.
- Some minimal recreational additions would be helpful, in order to minimize the impact of human activity, such as boardwalks, and/or foot and bike trails. However, as the area is so close to the lake, an improved recreational infrastructure would most likely bring more human use and therefore impact.
- Our other concern is our property. If the river is redesigned to flood onto our property with increased regularity, which appears to be the intent, then what, if any, protective measures are proposed by TRPA or CTC for the Tahoe Island Subdivision.

Thanks.

Gantt and Jayme Miller

From: Candy Young [candyyoung@sbcglobal.net]  
Sent: Monday, April 30, 2007 7:44 PM  
To: Peter Maholland  
Subject: [UTM]Truckee River marsh

Dear Mrs. Grandfield - As an owner of one of the 3 parcels of privately owned land involved in this Truckee marsh issue, I would like to know why I wasn't notified about anything. There is no one authorized to speak for me, and as I just found out yesterday, I didn't make today's deadline to voice my concerns. Please respond at your earliest convenience. Thank you.

Candy Young candyyoung@sbcglobal.net

p.s. I understand that the largest shareholder - John Dunlap wasn't notified in a timely manner as well. I was told that he hasn't authorized anyone to speak for him either.

From: Laurel Ames [laurel@watershednetwork.org]  
Sent: Monday, April 30, 2007 5:10 PM  
To: Jacqui Grandfield; MEIam@trpa.org; mmayville@mp.usbr.gov  
Subject: NOP Upper Truckee River Marsh Restoration

Please accept the attached comments on the NOP scoping for the Upper Truckee River and Marsh Restoration Project.

From: Carl Young [Carl@keeptahoeblue.org]  
Sent: Tuesday, May 01, 2007 4:19 AM  
To: Jacqui Grandfield  
Subject: Upper Truckee River and Marsh Restoration Project

Dear Jacquie,

Please find attached the League to Save Lake Tahoe Comments on the Upper Truckee River and Marsh Restoration Project.

Thank you,

Carl Young  
Program Coordinator  
League to Save Lake Tahoe  
(530)541-5388  
Carl@keeptahoeblue.org

From: Denise Downie [zenisee1@yahoo.com]  
Sent: Monday, April 30, 2007 2:29 PM  
To: Jacqui Grandfield  
Subject: Upper Truckee scoping comments

Dear Jacqui - my comments on the Upper Truckee Marsh restoration project are attached. Thank you for sending me a scoping packet, and please keep me informed of future opportunities for comment.

Denise Downie

---

Ahhh...imagining that irresistible "new car" smell?

Check out new cars at Yahoo! Autos.

From: Lisa Squire [lisahalo@hotmail.com]  
Sent: Monday, April 30, 2007 8:09 AM  
To: Jacqui Grandfield  
Subject: Upper Truckee Marsh

Hi Jacqui,  
My husband is dropping off a copy of this letter to your office today along with a map of some ideas for the Upper Truckee Marsh project. I wanted to send this also via email just in case the hard copy doesn't get to you today, considering it must be received today (April 30th).

Thanks for considering our ideas!

Lisa Nelson

---

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From: crazy4k9@aol.com  
Sent: Monday, April 30, 2007 12:23 AM  
To: Jacqui Grandfield  
Subject: Proposed meadow changes

Dear Tahoe Conservancy,

I was recently disturbed to find that there are proposed changes in the works for the Upper Truckee meadow. I have lived in Tahoe since I was a baby and have always loved living with nature. Few would disagree that Tahoe is one of the most beautiful places on earth and the Upper Truckee meadow is one of Tahoe's gems. Unfortunately, the dynamics in Tahoe seem to be changing. Tahoe is well on its way to becoming a "look, but don't touch" landmark. I fear that before long, locals will not have access to enjoy the wonders that make up Tahoe, unless they can afford to buy a multi-million dollar home with private access to our meadows, streams and beaches or else rent a condo from our Vale-like Heavenly Village.

I have enjoyed the Upper Truckee meadow for most of my life. After college, I moved into the AI Tahoe neighborhood so that I might have access to take my dogs on a nature walk where we can enjoy all the

spectacular wildlife this meadow attracts. Along with my fellow neighbors, I help pick up after careless tourists and maintain the meadow's natural state. As a dog behaviorist and trainer, I seek to educate people about the importance of being responsible, picking up after their pets and how to enjoy nature without being harmful. I walk down to the beach with my dogs almost everyday, where my dogs can romp in the lake without disturbing anything. Being there nearly everyday means that I can help to keep an eye on our valuable resource and be alert for any potential problems.

Please don't change this beautiful meadow. We locals care for it very deeply. It is the main reason I live in this area. The Ledbedders sold the land with good intentions that it might be a haven for the neighbors who so enjoy it. Walk ways and viewing areas would only serve to drive away locals and attract more visitors, who do not care about the long term effects of their visit. Please don't turn one more jewel of Tahoe into a tourist-only attraction.

Your concerned citizen,  
-Tammy Cowen-

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From: Bill Beall [bealljb@yahoo.com]  
Sent: Sunday, April 29, 2007 2:34 PM  
To: Jacqui Grandfield  
Subject: The Meadow

As a full time resident of the AI Tahoe community (866 Stanford) I request that The Meadow be left as a place of natural beauty and peace. Although ample Vacation Rentals are sprinkled about, AI Tahoe is family oriented with children playing and many people walking the streets and Meadow. We do not need speeding, lost tourists endangering the population and parking in our driveways and yards. Please keep The Meadow natural, and available to the locals who have been The Meadows caretaker for years---we pick up after ourselves and only leave our footprints.

Sincerely,  
William Beall  
530 544 1969

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From: clbrowncow@aol.com  
Sent: Sunday, April 29, 2007 12:50 PM  
To: Jacqui Grandfield; melam@trpa.org; trpa@trpa.org; tahoecons@tahoecons.ca.gov  
Subject: Upper Truckee Wetlands Project

Dear Conservancy and TRPA,

I understand a decision is being made tomorrow regarding the fate of the Upper Truckee wetlands. A few of the neighbors in the area received a document listing the changes proposed to the meadow.

I have lived in the Al Tahoe neighborhood for 10 years but have gone to the meadow daily for almost 20 years. In fact, I moved to this neighborhood for the express purpose of living near the meadow. I walk my dogs there from the Sacramento side all the way to the beach, and along the shore of the lake to the mouth of the Truckee. As we walk, I clean up garbage (including my LEASHED dogs' waste), ask others to clean up after themselves, and generally act as a steward of the meadow. I love sitting at the beach watching the birds, the lake and the animals there. Several times I have called the police to report various troubles from fires to parties to snow mobiles zooming around.

Your plan of walkways, vistas, and closed access to the beach invites trouble. Law abiding citizens will be banned from the beaches, your eyes and ears in the neighborhood will be closed, and you will increase traffic on our dilapidated streets. Please leave the meadow alone. It is beautiful as it is. Do not restrict access to the locals. We love the meadow and take care of it daily....we are your eyes and ears. Please respect the intent of the Ledbetters in selling the land to you....they wanted the local neighbors to have access just as we did when they owned it. PLEASE LEAVE THE MEADOW AS IT IS and spend your monies on buying more land to stave off the incredible building going on. Your money is better spent in that way.

Sincerely,

Cindy Cowen

---

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From: Joybeeee@aol.com  
Sent: Sunday, April 29, 2007 12:46 PM  
To: Jacqui Grandfield; melam@trpa.org  
Subject: Upper Truckee River Wetlands

I have lived near the corner of Sonoma and El Dorado Avenues for almost 20 years. And for even longer than that, I have enjoyed year-round recreational activities in the Upper Truckee River Wetlands, aka the meadow. Daily, I walk the dog (yes, on a leash and, yes, I clean up after her), sometimes I walk with friends, sometimes I hang out at the beach, and in the winter, I cross country ski. There are very few days in the year that I don't make it out to the meadow.

My neighbors and I like to think of ourselves as stewards of this meadow. We call authorities when inappropriate behaviors occur (like snowmobiles zooming around, for example). We pick up other people's trash. We take great pride in its beauty, whether it be full of wildflowers or a new foot of snow. It is our meadow.

I understand that there are plans to build wooden walkways, vista stations, and bike trails at the beach. I just don't understand why. The meadow is gorgeous just as it is. There was a song by Judy Collins back in the '60's that mentions "paving paradise" and "putting in a parking lot." I think this is rather similar – planking paradise and putting in walkways. It's simply not necessary.



Please leave the meadow alone. It is already perfect.

Thanks for your consideration.

Joy Rothschild

Box 14029

South Lake Tahoe, CA 96151

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See what's free at AOL.com.

From: clbrowncow@aol.com

Sent: Sunday, April 29, 2007 11:46 AM

To: Jacqui Grandfield

Cc: melam@trpa.org

To the powers that be:

I understand a decision is being made tomorrow regarding the fate of the Upper Truckee wetlands. A few of the neighbors in the area received a document listing the changes proposed to the meadow.

I have lived in the AI Tahoe neighborhood for 10 years but have gone to the meadow daily for almost 20 years. In fact, I moved to this neighborhood for the express purpose of living near the meadow. I walk my dogs there from the Sacramento side all the way to the beach and along the shore of the lake to the mouth of the Truckee. As we walk, I clean up garbage (including my LEASHED dogs' waste), ask others to clean up after themselves, and generally act as a steward of the meadow. I love sitting at the beach watching the birds, the lake and the animals there. Several times I have called the police to report various troubles from fires to parties to snow mobiles zooming around.

Your plan of walkways, vistas, and closed access to the beach invites trouble. Law abiding citizens will be banned from the beaches, your eyes and ears in the neighborhood will be closed, and you will increase traffic on our dilapidated streets. Please leave the meadow alone. It is beautiful as it is. Do not restrict access to the locals. We love the meadow and take care of it daily....we are your eyes and ears. Please respect the intent of the Ledbetters in selling the land to you....they wanted the local neighbors to have access just as we did when they owned it. PLEASE LEAVE THE MEADOW AS IT IS and spend your monies on buying more land to stave off the incredible building going

on. Your money is better spent in that way.

Sincerely,

Cindy Cowen  
868 Stanford Avenue

---

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From: Ty N Baldwin [sltbjty@juno.com]  
Sent: Thursday, April 26, 2007 3:58 PM  
To: Jacqui Grandfield  
Subject: Meadow adjacent to the Al Tahoe community

To the configuration members of the Barton Meadow plan:

Jacqui Grandfield  
Norma Santiago  
Katy Lovell

For almost a century the residents of Al Tahoe have used a system of informal trails along the boarder that generally follows the Eldorado and Argonaut Streets. These trails currently blend in with the edge habitat of the meadow.

Now the California Conservancy wants to stop all foot traffic along these trails and put in intermittent viewing platforms that will become an attractive nuisance that will attract undesirable auto traffic to the neighborhood streets and subsequent parking on very narrow streets. Viewing platforms will attract beer parties, invite kids to climb on them, and block off access to the informal trail systems.

If the goal is to keep people and their dogs out of the more sensitive areas then put in a Forest Service type fence on the meadow side of these trails. This fence would be 4 feet high and constructed of rustic wood with an open wire mesh, see through barrier, that would stop foot and dog traffic. The fence would not be straight but rather meandering approximately 50 feet on the meadow side of the trails. The leash law has not worked but a fence would.

We strongly object to the very formal and restrictive platforms and doing away with the century old informal trail systems. Attendance of meetings, have shown us that the Conservancy wants the entire meadow for wild life, but we urge you to save some of it for these grand fathered in, self maintained hiking trails that surround Al Tahoe.

Arthur (Ty) N. Baldwin  
and  
Barbara J. Baldwin

Tel # 503-307-8981  
e-mail sltbjty@juno.com

# Upper Truckee River & Marsh Restoration Project EIR/EIS/EIS

## COMMENTS

(please hand in during the meeting)

Name: Michael PARNON  
Organization (if any): \_\_\_\_\_  
Address (optional): 920 SAGEWOOD DR.  
City, State, Zip: S.L.T., CA 96150

California Tahoe Conservancy (Conservancy), the Tahoe Regional Planning Agency (TRPA), and U.S. Bureau of Reclamation (Reclamation) are preparing an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River & Marsh Restoration Project. The Conservancy, TRPA, and Reclamation invite you to provide specific comments on alternatives and environmental issues to be addressed in the EIR/EIS/EIS.

If there is additional information that you believe should be incorporated into the EIR/EIS/EIS analysis, please identify what the issue is and the person we should contact about it. Thank you!

Comments: Really Appreciate All you've Done  
And All you continue to do to make a better  
Tahoe.

In regards to the Trout Creek meadow.

I would like to request you put a small part  
aside for people and their dogs. We in the city  
limits have so few areas for our dogs to play &  
exercise. It would really be great if they could  
also have access, small area, to the creek.

Please take the needs of your  
neighbors in heart while making your  
decisions.

Thank you  
M. Parnon



# Upper Truckee River & Marsh Restoration Project EIR/EIS/EIS

## COMMENTS

(please hand in during the meeting)

Name: Maria Domolamias

Organization (if any):

Address (optional): P.O. Box 106 SLT Ca 96156, 750 El Morado Ave

City, State, Zip: SLT 96150

California Tahoe Conservancy (Conservancy), the Tahoe Regional Planning Agency (TRPA), and U.S. Bureau of Reclamation (Reclamation) are preparing an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River & Marsh Restoration Project. The Conservancy, TRPA, and Reclamation invite you to provide specific comments on alternatives and environmental issues to be addressed in the EIR/EIS/EIS.

If there is additional information that you believe should be incorporated into the EIR/EIS/EIS analysis, please identify what the issue is and the person we should contact about it. Thank you!

Comments: I would like to hear more from your biologist about possible <sup>wetlands</sup> species restorations and what that would take. What are the trade-offs with public access?

You might consider using channel 21 to do more advertising of meetings - Also, general information about your restoration plans.

I think your public meeting on the 24<sup>th</sup> was very informative and welcomed public input. Thanks to all.



# Upper Truckee River & Marsh Restoration Project EIR/EIS/EIS

## COMMENTS

(please hand in during the meeting)

Name: JOHN COBURN, HYDROLOGIST  
Organization (if any): UNIVERSITY OF NEVADA, RENO  
Address (optional): PO BOX 8208  
City, State, Zip: INCLINE VILLAGE, NV ~~89452~~ 89452  
COBURNJ@UNCE.UNR.EDU

California Tahoe Conservancy (Conservancy), the Tahoe Regional Planning Agency (TRPA), and U.S. Bureau of Reclamation (Reclamation) are preparing an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River & Marsh Restoration Project. The Conservancy, TRPA, and Reclamation invite you to provide specific comments on alternatives and environmental issues to be addressed in the EIR/EIS/EIS.

If there is additional information that you believe should be incorporated into the EIR/EIS/EIS analysis, please identify what the issue is and the person we should contact about it. Thank you!

Comments: Analyse both Upper Truckee River and Trout Creek within and above this project for channel incision. How much is each channel following the "channel evolution theory" of Andrew Simon, Schumm, and others? Will the channel gully widen? Where will this happen? Would this project have any direct or indirect impact on future upstream restoration projects? Will upstream projects have adverse impacts on this project? Make sure all projects are integrated with each other.  
I support alternatives which would raise the channel and create a new sinuous barhful channel that will flood over bank onto the meadow every 2-3 years.  
Since the deep, straight channel



## Comments

currently existing next to Tahoe Keys will be filled in, will flooding get worse in adjacent neighborhoods? If so, I suggest you consider what Jeff Mount calls "set-back" levees around the outer perimeter of the Upper Truckee and Trout Creek Marsh rather than increasing the capacity of the new channel, which could reduce water quality improvement.

I think the best solution for the channel is to fill in as much old channel as possible and construct a new sinuous channel through the lowest area of the meadow all the way to the lake. I don't think the inset floodplain shown on alternative 4 are wide enough (150') to be stable long term.

I like keeping recreational trails away from the channel and wetlands. Perimeter trail good.

-----Please fold in thirds-----

To turn in additional comments that were not submitted at the meeting: Fold this page into thirds, tape closed, affix postage and mail to be postmarked by Nov 2, 2006. Thank you!

I suggest evaluating major hydraulic constrictions like highway bridges. Could some of these be modified to pass more flood flows?

Place  
Stamp  
Here

Jacqui Grandfield, UC Consultant  
Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

# A. Leslie & Karin Wright

2261 Cold Creek Trail,  
South Lake Tahoe, Ca 96150  
(530) 544-7095 fax: (530) 452-2844 cell: (530) 559-2261

October 23, 2006

City Council  
City of South Lake Tahoe

The Parks and Recreation Commission would like to recommend that the City urge the Conservancy to build a board walk between Cove East and Lily Street off of Lakeview Avenue.

The board walk should allow limited access to "Barton Beach" and the lake with no access to the meadow. The Yellow Cross should be protected by fence but available for viewing by the public.

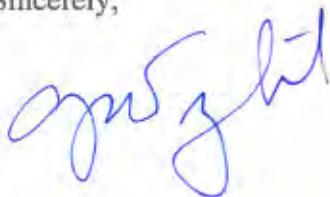
The Park and Recreation Commission believe that a board walk would protect the meadow, but still give access to the lake and beach. The Boardwalk would help decrease vehicular miles by allowing a short cut from Tahoe Valley to the Middle School, and Recreation Center and in general encourage the use of bicycles. The board walk would increase the accessibility of local residents and visitors to the Camp Richardson and Tahoe Valley areas.

The Boardwalk would increase the quality of life for local residents of Lake Tahoe.

The Park and Recreation Commission strongly urges the City Council to ask the Conservancy to plan and build a aesthetically pleasing, an environmentally protecting, and functional boardwalk across Barton Meadow.

If there is hesitancy on the part of the council or the Conservancy we recommend a basin wide referendum to establish support for this endeavor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Karin Wright", is written over the "Sincerely," text.





# California Regional Water Quality Control Board Lahontan Region



Linda S. Adams  
Secretary for  
Environmental Protection

2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150  
(530) 542-5400 • Fax (530) 544-2271  
[www.waterboards.ca.gov/lahontan](http://www.waterboards.ca.gov/lahontan)

Arnold Schwarzenegger  
Governor

NOV 02 2006

RECEIVED

NOV 2 2006

Jacqui Grandfield  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

CA TAHOE CONSERVANCY

## COMMENTS ON THE NOTICE OF PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT

California Water Quality Control Board, Lahontan Region (Water Board) staff have reviewed the subject document. The California Tahoe Conservancy proposes to restore portions of the Upper Truckee River near its mouth at Lake Tahoe to improve natural geomorphic processes and floodplain function.

The Regional Board is a responsible agency pursuant to the California Environmental Quality Act (CEQA) for this plan. We have reviewed all information submitted with regards to water quality and have the following comments:

### Water Quality Impact - Construction

The EIR/EIS must include a detailed analysis of potential short term water quality impacts associated with each of the five alternatives. Specifically, the document must describe construction related water quality issues and discuss proposed mitigation measures to reduce potential impacts to less than significant levels.

The EIR/EIS should also include information regarding construction methodologies, special equipment, temporary best management practices, design considerations, dewatering concerns, and other details to demonstrate the project can be constructed without discharging sediment or other pollutants to the Upper Truckee River. If your analysis concludes temporary construction activities will violate water quality objectives and standards contained in the *Water Quality Control Plan for the Lahontan Region* ([http://www.swrcb.ca.gov/rwqcb6/BPlan/BPlan\\_Index.htm](http://www.swrcb.ca.gov/rwqcb6/BPlan/BPlan_Index.htm)), then the EIR/EIS must include a statement of overriding consideration that weighs the long term water quality effects against short term construction impacts. If possible, the EIR/EIS should include a numeric estimate of pollutant loading (sediment, nitrogen, and phosphorus) expected from construction and compare the short term impacts with expected long-term load reductions.

*California Environmental Protection Agency*



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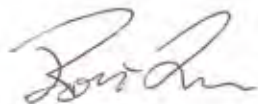


**Water Quality Impact – Long Term**

One of the stated project goals is to improve water quality through enhancement of natural physical and biological processes. The EIR/EIS must discuss the potential for the proposed alternatives to achieve this goal. Consideration should be given to each alternative's ability to reduce total suspended sediment and nutrient concentrations. If possible, the EIR/EIS should include a quantitative pollutant load reduction estimate for each of the evaluated alternatives and compare the estimate with loading estimates from existing conditions. In general, the draft EIR/EIS must include adequate information to identify which alternative has the greatest water quality benefit.

The document should also consider the river restoration project in the context of other stream restoration work in the Upper Truckee watershed. Specifically, the EIR/EIS should evaluate how this project might be impacted by sediment load reductions from other proposed projects.

Thank you for the opportunity to comment on the Notice of Preparation. If you have any questions or comments regarding this matter please contact me at (530) 542-5439 or Doug Smith, Tahoe TMDL Unit Chief, at (530) 542-5453.



Robert Larsen  
Environmental Scientist

cc: Mike Elam, TRPA  
Myrnie Mayville, US Bureau of Reclamation

BL/didT:/UTR.marsh.ceqa.comments.doc



# City of South Lake Tahoe

*"making a positive difference now"*

October 30, 2006

Jacqui Grandfield, UC Consultant Wildlife Program  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150

Subject: Notice of Preparation of a Draft Environmental Impact Report  
(EIR)/Environmental Impact Statement (EIS)/EIS for the Upper Truckee River  
and Marsh Restoration Project, South Lake Tahoe, California.

Dear Mrs. Grandfield:

Thank you for the opportunity for the City of South Lake Tahoe to comment on the NOP for this project. The City has the following comments:

- The proposed project lies within the boundaries of the City of South Lake Tahoe and as a public agency with discretionary approval power over the project the City is a Responsible Agency as defined by CEQA Guidelines §15381.
- As indicated in the NOP the project lies within Plan Areas 100 and 102. The Plan Area Statements (PAS) for these areas list "riding and hiking trails" as a special use that requires the approval of the Special Use Permit by the City. PAS 100 also lists "SEZ Restoration" as a special use.
- As required by City Code §5-17 the project will need Design Review approval from the City.
- I have enclosed the application forms for both the Special Use Permit and Design Review as well as an indication of the application fees. Ideally these applications should be submitted along with the draft EIR. Note that the "City Council, upon written request, may waive planning fees for permits required by this chapter for charitable or governmental organizations." (City Code § 32-8.1). If you choose to request a fee waiver please submit a written request to the City Planning Division prior to submitting the applications and expect that it will take approximately one month to schedule the item on the Council Agenda for action.
- The EIR will need to provide detailed analysis of the potential traffic impacts of the proposed alternatives. The analysis should include existing and forecast traffic volumes and levels of service for all public streets and intersections that may be affected and identify potential impacts to bicycle, pedestrian and transit circulation. The analysis should also include potential impacts to the public street

infrastructure and maintenance requirements. This analysis should apply to both construction traffic and long term traffic generated by the project alternatives.

- The EIR will need to provide detailed analysis of parking impacts associated with new recreation facilities and opportunities for each alternative.
- The EIR will need to provide detailed analysis of potential noise impacts on surrounding sensitive receptors, including residences. This analysis should apply to both construction related noise and long term affects of noise associated with traffic and recreation.
- The EIR will need to provide detailed analysis of existing flooding and drainage conditions and potential changes caused by the project alternatives.
- The EIR will need to address potential fire hazards associated with changes to the vegetation and fire management.

Thanks again for the opportunity to comment on the NOP and I look forward to working with you as this project progresses. If you have any questions feel free to contact me. With questions specific to traffic or flood analysis please contact the City Engineering Manager, Stan Hill at 530-542-6039 and with questions specific to fire hazard please contact City Fire Marshal, Ray Zachau at 530-542-6166.

Sincerely,



Hilary Hodges, Planning Manager  
(530) 542-6024  
hhodges@cityofslt.us